TECHNOLOGY DEPT.

THE COMMERCIAL MOTOR

FRIDAY, MARCH 20, 1959
ONE SHILLING

thirty five million gallons a year!

For the biggest, longest and hardest jobs on the road, the choice is Foden. It's the choice of the Forman tank haulage organisation, established down the east coast and carrying not less than 35 million gallons of liquids per year. It's nothing unusual in this trade for a tanker to run 22 hours a day 5 or 6 days a week. You need tough, dependable vehicles for that kind of thing. Forman's Fodens can take it. The secret of Foden dependability? First class workmanship extending to every unit, every component.

a big job..



..a job for a

Foden

FODENS LIMITED · SANDBACH · CHESHIRE
Telephone: Sandbach 644 (10 lines)
London Sales office: 139 Park Lane W.1.
Telephone: Grosvenor 5932

PUBLIC LIBRARY
APR 1 1959
DETROIT

6 GOOD REASONS

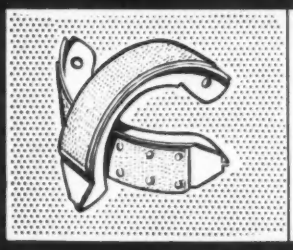
FOR FITTING GIRLING REPLACEMENT SHOES



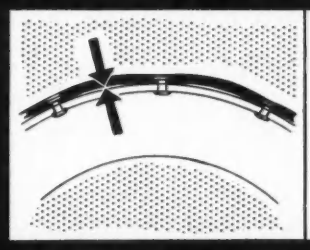
1 Girling replacement shoes are inspected to the standard of original equipment



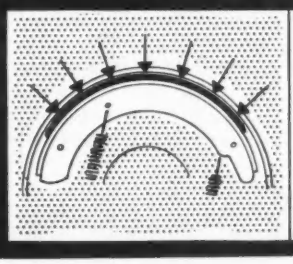
4 They save you garage time by being perfectly simple to fit



2 They are correctly riveted or bonded and precision ground to specified contours



5 They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping



3 They bed down quickly to full contact area and give highest efficiency braking in minimum time



6 They are your assurance that your vehicle braking is as good as new

Don't reline—replace with
GIRLING FACTORY LINED REPLACEMENT BRAKE SHOES

GIRLING
PARTS SERVICE

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

20, 1959

IS

G
S

you
e by
ctly
t

e that the
ight to
atform
ds this
ping

ur
hat
braking
as new

HAM 11

Ma



Two 'Bant
with 'BK'
operated
Northern



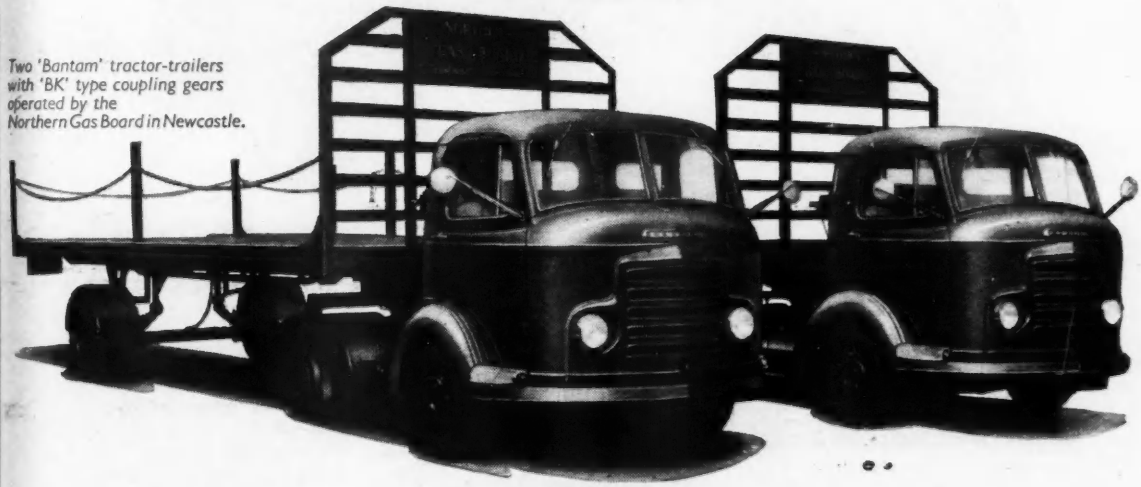


ARRIE

KARRIER 'BANTAM'

4-5 TON TRACTOR TRAILER

with petrol or diesel power-unit and choice of coupling gear



Two 'Bantam' tractor-trailers with 'BK' type coupling gears operated by the Northern Gas Board in Newcastle.

Speeds up deliveries-builds up profits!

HIGHLY MANŒUVRABLE, the popular 'Bantam' tractor-trailer combination is ideal for quick work in busy centres. Modern version of the original 'mechanical horse' designed and manufactured by Karrier specialists in 1930, it is engineered for short-haul economy and reduces transport costs to a minimum. Moreover, as the motive unit can operate with any number and variety of detachable semi-trailers, idling time is eliminated.

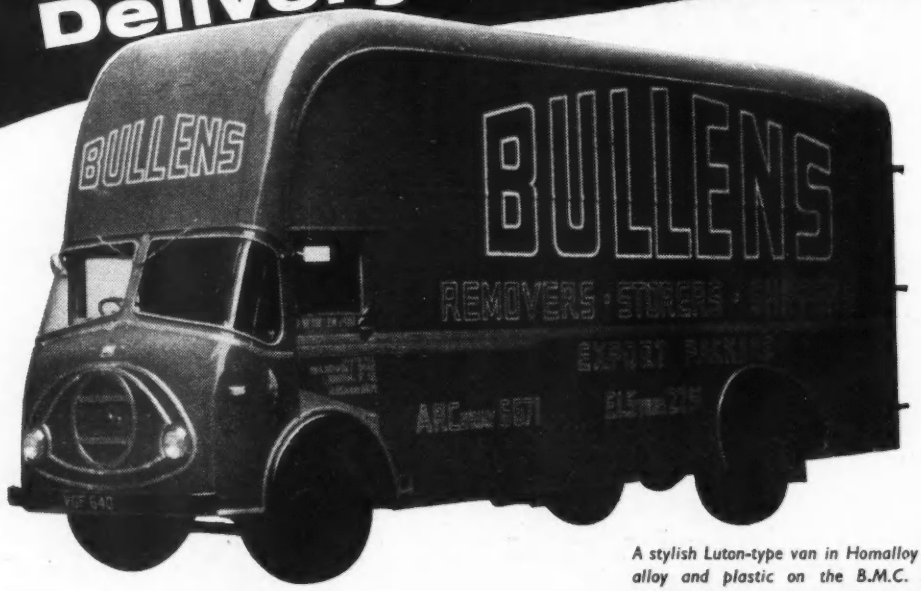
Literature on request from your local dealer.

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

KARRIER MOTORS LTD. LUTON BEDS. EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1

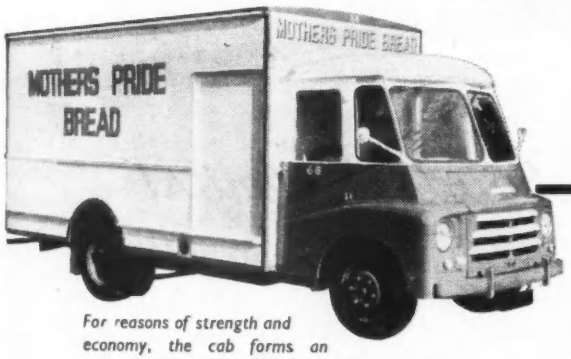
Have you a Delivery Problem?



A stylish Luton-type van in Homalloy light alloy and plastic on the B.M.C. 5-ton L.W.B. Chassis. The total capacity is approximately 1,550 cu. ft.

Then specify Homalloy LIGHT ALLOY

All Homalloy-designed van bodies can be modified to meet **your** individual requirements. Alternatively, we shall be pleased to build to your own specification. Remember, there's a Homalloy commercial vehicle body in light alloy and/or plastic to fit every type of chassis.



For reasons of strength and economy, the cab forms an integral part of this smart Homalloy van body built on the Morris LCFO-M Chassis. The side panelling and roof of the body are plastic.

VANS . CABS . PLATFORMS
DROPSIDED & TIPPING BODIES

For home and export write to :

HOLMES (PRESTON) LTD.
Homalloy Works,
Blackpool Road,
Preston, Lancs.

Telephone : 89233 (5 lines) Telegrams : Homalloy, Preston

London Office and Works :

HOMALLOY (LONDON) LTD.
Airport Works . Sutton Road
Rochford . Essex
Telephone : 56991

ABROAD

RHODESIA
Zambesi Coachworks Ltd.
Private Bag 25,
Kopje . Salisbury
Telephone : 24353

SOUTH AFRICA
Bus Bodies (S.A.) Ltd.
P.O. Box 4008,
Port Elizabeth
Telephone : 4-2665

A2

Fit TRANCO VALVES



they're first because they last!

In XB (EN 59) MATERIAL (TRANCO METAL No./5)

This is a high grade steel with excellent resistance to high temperature scaling and corrosion.

It was specially developed because Silchrome 1 Exhaust Valves were constantly failing in service due to premature burning.

With SPECIAL ARMOURED SEAT (TRANCO SAS)

This valve is one of the latest developments and ensures even greater reliability.

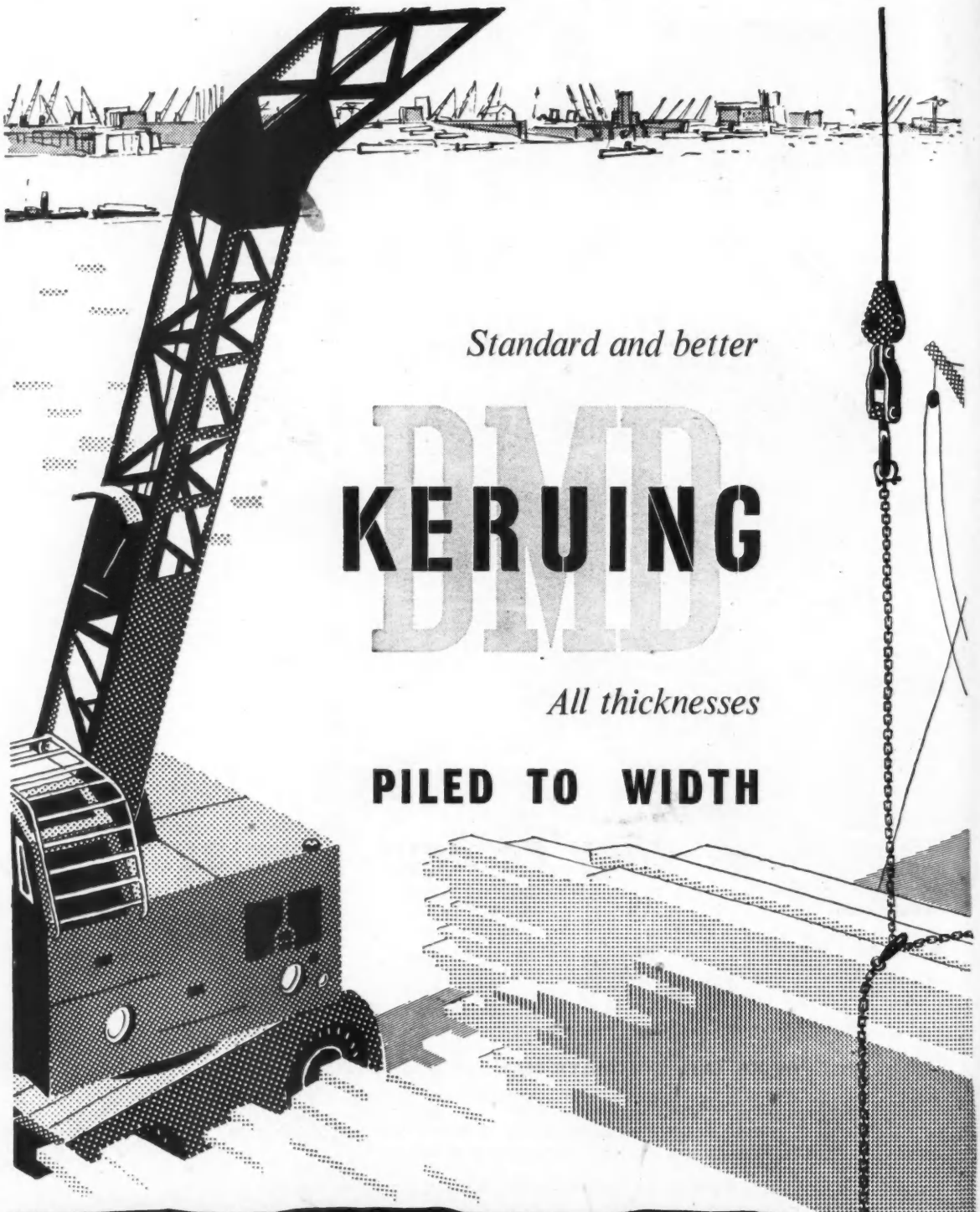
The seat area is protected by a high nickel chrome alloy giving exceptional resistance to hot corrosion and scaling.

TRANCO VALVES

manufactured by: **FARNBOROUGH ENGINEERING CO LTD • FARNBOROUGH • KENT**

DISTRIBUTORS: EDMUNDS, WALKER & CO LTD · ASSOCIATED ENGINEERING (SALES) LTD
ADVANCE MOTOR SUPPLIES LTD · GODFREY HOLMES LTD · ALSO STOCKED BY LEADING FACTORS

A3



Standard and better

DMD KERUING

All thicknesses

PILED TO WIDTH

DENNY MOTT & DICKSON LIMITED

Importers & Stockists of Hardwoods, Softwoods, Plywood & Wallboards

Adelaide House, King William Street, London, E.C.4. Tel: MANsion House 0550

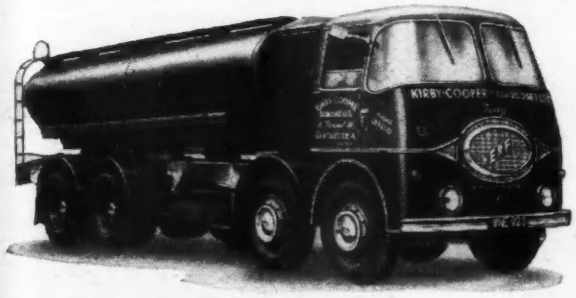
Belfast, Birmingham Bristol Cardiff, Glasgow Hull, Liverpool, Manchester Newcastle, Preston, Southampton

A4

HEAVYWEIGHT CHAMPIONS

ERF 68G

supreme for big loads and bulky loads



(above). Typical example of a tanker on the ERF 68G chassis for bulk transport of glucose.

ERF
THE WORLD'S BEST OIL ENGINED LORRIES



(right). Another ERF 68G with special containers for a particular industrial need.

Here is just a small selection of the many ERF Models 68G which are now in operation all over the world. Wherever there are big loads and bulky loads to be carried there is no more efficient and economical way than with the ERF 68G. This strong, powerful chassis is suitable for a wide selection of specialised bodywork to meet all requirements. When you are considering transport in the biggest sizes—write for full details of the ERF 68G.



(above). The ERF 68G shown here, powered by Gardner 6-cylinder oil engine, is another big-capacity, roomy vehicle on this chassis.

(below). This well-known company operates many ERF vehicles. One of them, a 3,200-gallon articulated frameless tanker with ERF 64G chassis is shown here.



ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE

Directors: D. FODEN E. P. FODEN E. SHERRATT

Telephone: Sandbach 223 (5 lines) Telegrams: E R F Sandbach

HE can pass in perfect saf



but can your vehicle?

Are your drivers held back by the limitations of your vehicles. Are they frustrated because they know they are not driving their best. Yet the answer, or a large part of it, is surprisingly simple. Fit replacement parts that give '*as new*' performance at the main points of driver-vehicle contact—steering, brakes, clutch and engine. Fit genuine parts factory-built by the same companies of the "Automotive Products" group whose components are fitted to the majority of British vehicles today.



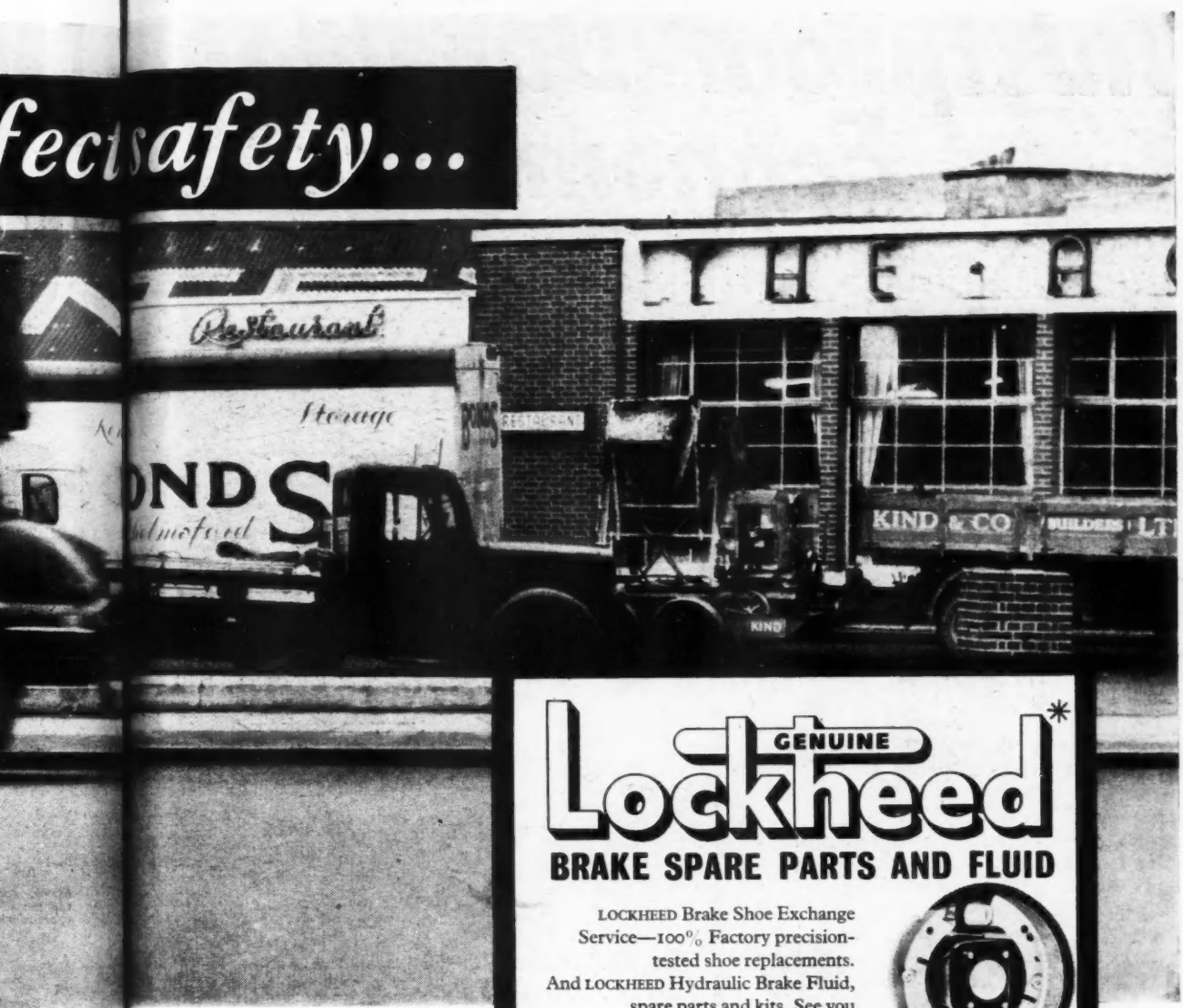
Free: Send for these informative booklets on road safety "Your Steering", "Your Braking".

Make your vehicle as safe as he is!

AUTOMOTIVE PRODUCTS COMPANY LIMITED, LEAMINGTON SPA

B2

fectsafety...

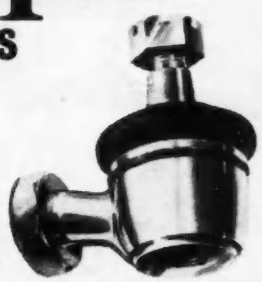


GENUINE
Lockheed*
BRAKE SPARE PARTS AND FLUID

LOCKHEED Brake Shoe Exchange Service—100% Factory precision-tested shoe replacements. And LOCKHEED Hydraulic Brake Fluid, spare parts and kits. See you get *Genuine* LOCKHEED for the world's safest brakes.

GENUINE
Thompson
STEERING JOINTS

Tie rods and steering joints for every well-known vehicle on the road today. Self-adjusting, rugged and absolutely dependable. THOMPSON for safe reliable steering.



Fit factory-tested parts by

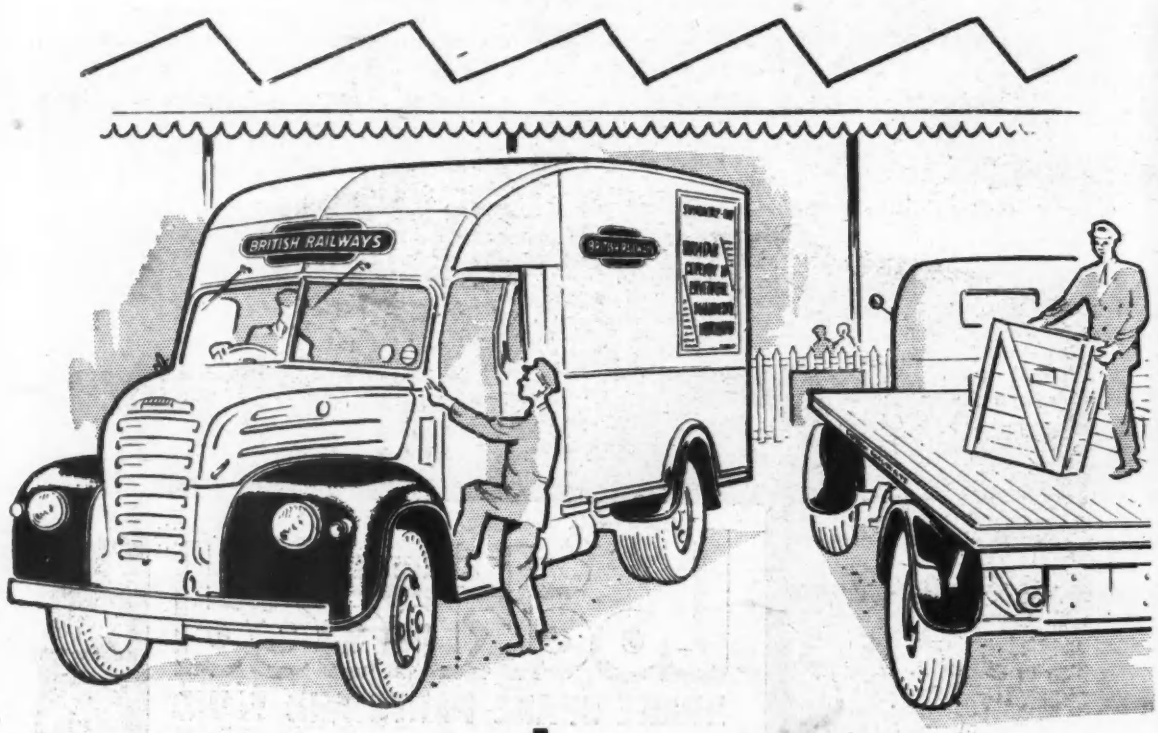
AUTOMOTIVE PRODUCTS COMPANY LIMITED

distributors of LOCKHEED Exchange Brake Shoes, Parts and Fluid, BORG & BECK Exchange Clutches and Parts, PUROLATOR Filter Refills, and THOMPSON Steering Joints.

*REGISTERED TRADE MARK

B3

Rustproof-Durable-Economical ✳



✳ that's why British Railways use

Dunlop Rubber Wings often outlast the life of a vehicle, look the same as normal wings, eliminate maintenance troubles, save time and money.

Full details from any Dunlop Depot.

DUNLOP

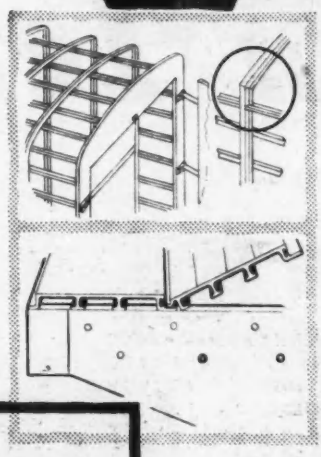
Rubber Mudwings

for their road vehicles

B4

WHY BONALLACK BODIES ARE BETTER





Shall we take the floor ? It's as good a part of a BONALLACK body as any to take if you want to demonstrate just how far out of the rut "Bonallacks" are. This flooring is known as DEKALOY, a light alloy interlocking flooring with all the advantages of tongued and grooved flooring but without the movement at the joints as the bearers flex. Strength, non-absorbency, and hygiene are other outstanding features of DEKALOY flooring; shrinking, twisting, warping, rusting and splintering are things it does not do. In brief, DEKALOY flooring is yet another reason why BONALLACK BODIES ARE BETTER.

The basis of the BONALLACK Box Van or Luton is the special method of construction of the skeleton. This is a series of individual cross-sections composed of an under-floor bearer, the standards and a roof rib, with reinforcements at all stress points. The result is as near perfection as present-day technical knowledge permits, a body which possesses strength combined with lightness, durability blended with good looks, and a capacity for easy and speedy repairs arising from accidental damage.

A BONALLACK Body is guaranteed ESTABLISHED 1823

BONALLACK & SONS LTD

NEVENDON WORKS · BASILDON · ESSEX · BASILDON 20481-91

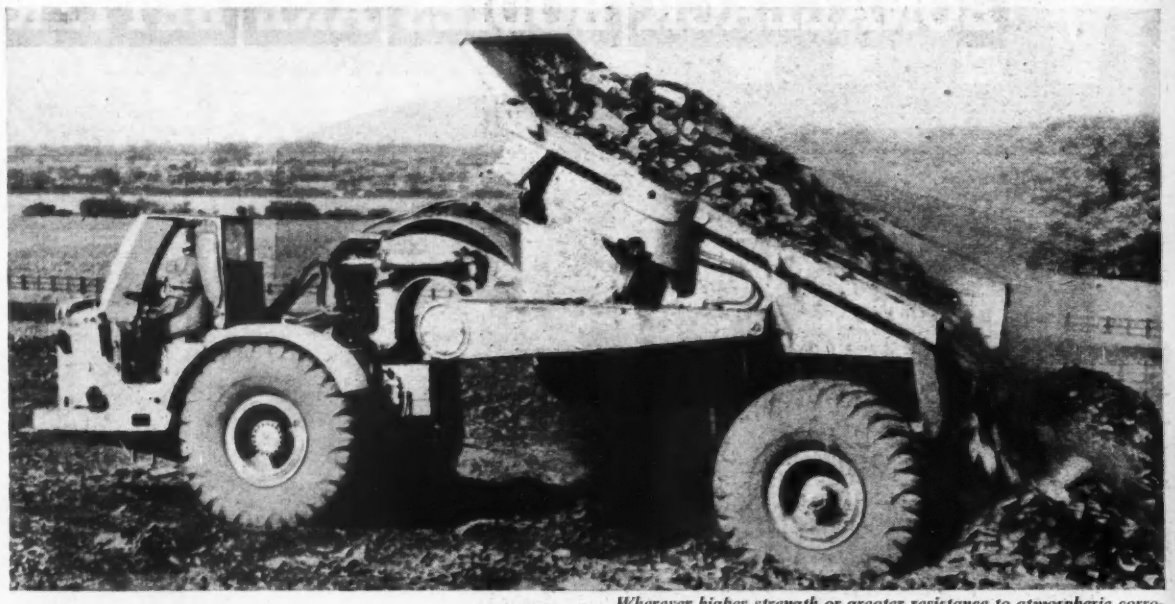
n5

COR-TEN IS STILL NEWS

In 1954, for the first time in Britain on a wide continuous strip mill, The Steel Company of Wales began the manufacture of SCW Cor-Ten.

Today, five years later, the range of application for SCW Cor-Ten continues to grow as more designers and more users discover new ways in which they can take advantage of its outstanding properties.

Photograph by courtesy of Caterpillar Tractor Company Ltd.



Wherever higher strength or greater resistance to atmospheric corrosion offer economic advantages, SCW Cor-Ten *has been used. Where corrosion and abrasion are both present (as in the case above)* SCW Cor-Ten's *outstanding advantages are particularly effective.*

COR-TEN IS TOUGHER

- Weight for weight, the yield strength of SCW Cor-Ten is 50% higher than ordinary mild steel
  alternatively
  Strength for strength, a saving of ⅓ of the weight is possible
- 4-6 times more resistant to atmospheric corrosion
- Highly resistant to abrasion and fatigue.

COR-TEN SAVES MONEY

- Initial costs are spread over a longer service life
- Maintenance costs are reduced
- Operating costs are lowered—in transport applications payloads are bigger because of reduction in tare weight

Please write to us at the address below for further information or for technical assistance in the application of SCW Cor-Ten *to your products*

S·C·W BRAND
Cor-Ten

RAILWAY ROLLING STOCK
AGRICULTURAL AND EARTH-MOVING EQUIPMENT
MINE CARS · POWER STATION INSTALLATIONS
BARGES AND SMALL CRAFT

THE STEEL COMPANY OF WALES LIMITED

ABBEY WORKS, PORT TALBOT, GLAMORGAN TELEPHONE: PORT TALBOT 3161

B5



However tricky your load, B.R.S. can handle it

Circumstances may be against you. But British Road Services are on your side – always. A telephone call to your local B.R.S. depot quickly brings you a helping hand from a nationwide organisation with a willing and experienced staff and a vast fleet of vehicles of all kinds, regularly maintained, and ready to tackle any job, at any time. Modern methods and equipment ensure careful attention to every load, and the B.R.S. teleprinter network provides the means for rapid transmission of your special instructions.



B.R.S. will go to great lengths to solve your transport problems.

A girder for the U.K. Atomic Energy Authority, Caithness — weight 16 tons, length 125 feet, on a B.R.S. vehicle and special bogie — just another of the many and varied services British Road Services render to Trade and Industry.

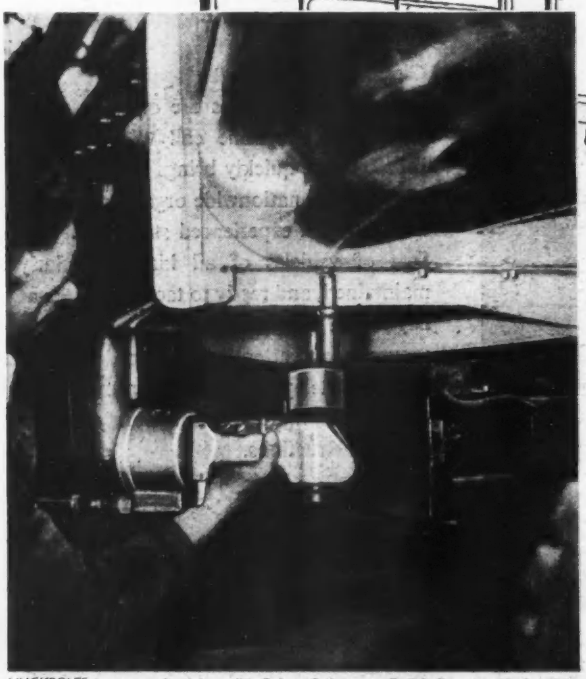
If you find transport something of a problem . . .

Ring British Road Services

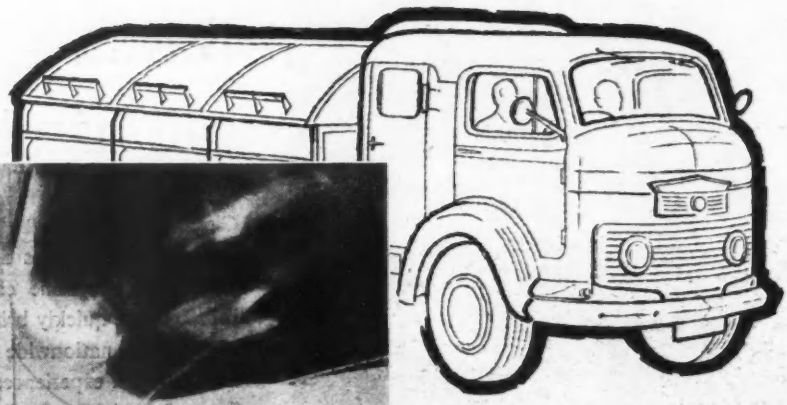
— the best link between dispatch and delivery

B7

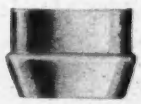
REVOLUTION IN THE INDUSTRY



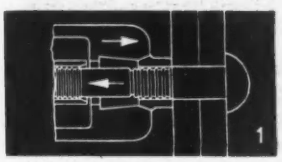
HUCKBOLTS in use on an aluminium alloy Refuse Collector at ***E. W. Campion & Son Ltd.*** *One of the many vehicles on which they are now using HUCKBOLTS.*



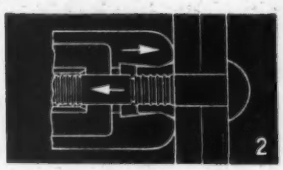




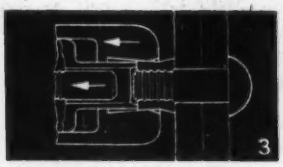
Revolutionary new HUCKBOLT * fasteners are being used more and more by the motor body building industry. The reason is easy to explain. HUCKBOLT fastenings can be made by unskilled labour at speeds of up to 30 boltings per minute—that's speed! Available as high-strength aluminium alloy and steel, HUCKBOLTS give automatic positive locking with high clench and sealing qualities. For fast precision bolting use HUCKBOLTS.



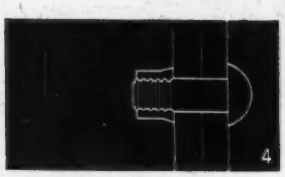
High clenching action clamps sheets together.



Collar swaged and locked into grooves.



Bolt breaks at breakneck groove.



Installed lock bolt.

HUCKBOLT*

Regd. Users

FASTENERS

AVIATION DEVELOPMENTS LIMITED

Kingsbourne House, 229/231 High Holborn, W.C.1. Tel: CHAncery 8601

** Manufactured under licence from the Huck Manufacturing Company of Detroit, U.S.A. Huck Patents 629098, 766137, 790785.*

CMM.

Use this coupon to send for more facts about HUCKBOLTS.

NAME .....

ADDRESS .....

.....

B8 AD22

Mobil

SERVES MOTOR TRANSPORT

A complete range of Mobil transport fuels and lubricants—backed by an experienced service covering all fleet operating and maintenance problems. A simplified programme, fleet-tailored to help you get maximum efficiency at lowest cost. Advice on the handling, storage, and application of fuels and lubricants, and on petrol/diesel conversion. All with the aim of reducing your running costs. And in keeping with this aim, the entire service is free.

CONVERTING TO DIESEL?

If you are thinking of converting your fleet from petrol to diesel, why not consult your local Mobil Transport Engineer? It will cost you nothing—and our wide experience may save you money.



To call in a Mobil Motor Transport Engineer, or to make any enquiries about fuels or lubrication, phone the nearest of these branches:

LONDON	*Gerrard 7631*	GLASGOW	*Central 4196*
BELFAST	*Belfast 30257*	MANCHESTER	*Blackfriars 0305*
BIRMINGHAM	*Central 5091*	NEWCASTLE	*Newcastle 81-2371*
BRISTOL	*Bristol 38411*	PLYMOUTH	*Plymouth 68971*
CARDIFF	*Cardiff 20417*	SHEFFIELD	*Sheffield 28511*

Mobil **Simplified Programme**

—to cut costs and boost profits!

B9

bulk OR sacks



Handling grain can bring a *double* gain. William Simmons prove the point. To them —Bulkmobile means two-way profits. For Bulkmobile gives them dual-purpose grain transport—Bulkmobile handles bulk OR sacks. Profits come *both* ways. Every trip is a paying trip. This Bulkmobile body is mounted on an A.E.C. Mercury 14′ 6″ wheelbased chassis fitted with Duramin-built cab. Body length is 15′ 7″; capacity 545 cubic feet. Unladen weight is 5¼ tons; payload approximately 9 tons. Bulkmobile with Duramin-built bodywork gives strength—yet—lightness to increase payloads and reduce overheads. Bulkmobile can be used for gravity discharge or can automatically elevate the load. It can be converted to normal truck operations for sacked goods in three minutes. Partitions can be provided to isolate different loads which may be individually discharged. This bodywork and equipment does, of course, discharge not only grain, but all forms of animal foods. Bulkmobile can do much to increase your business. Go into the matter of Bulkmobile for your business today.

handle both with Bulkmobile

(*Patent applied for*)

All enquiries to the Patentees and Selling Agents:
F. G. Smith (Motors) Limited
High Road, Goodmayes, Ilford. Telephone: Seven Kings 6000
Bodywork by: Duramin Engineering Co. Ltd., Stonefield Way, Ruislip, Middlesex.
Telephone: Ruislip 3322 (5 lines). Telegrams: Duramin, Ruislip.

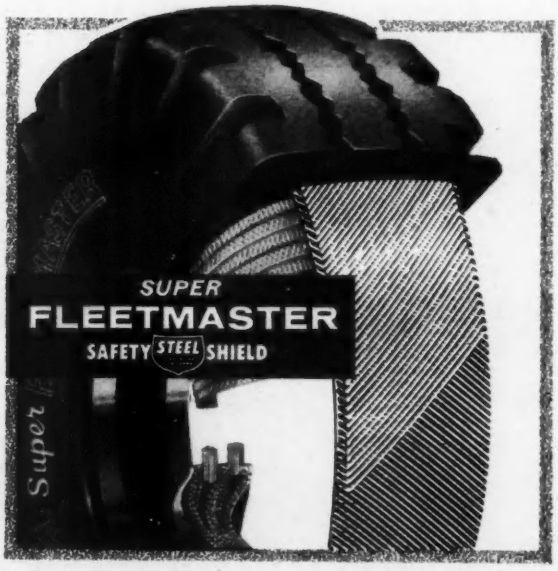
THE U.S. ROYAL RANGE OF GIANTS!

Today—whatever your trucking job—there's a U.S. Royal tyre built to lower your downtime, increase your tyre mileage and reduce your cost per mile.









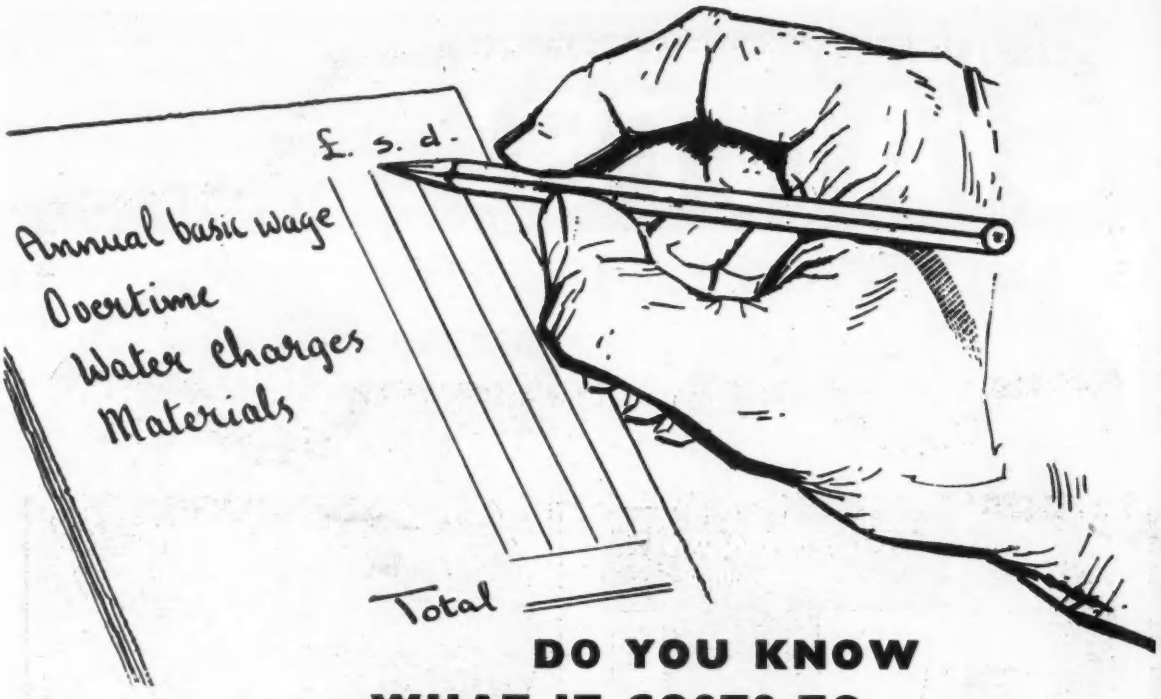
US RUBBER
U.S. ROYAL TYRES
Internationally Famous

US RUBBER **U.S. Royal**

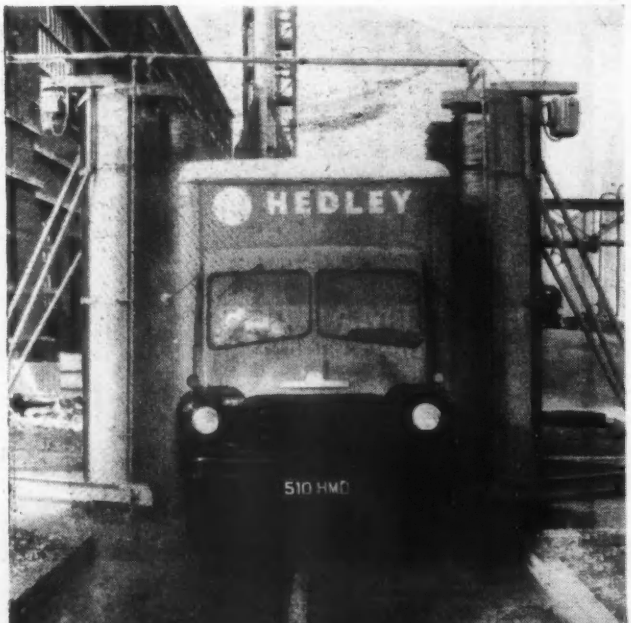
MADE IN BRITAIN

THE NORTH BRITISH RUBBER COMPANY LTD. EDINBURGH

B11



DO YOU KNOW WHAT IT COSTS TO CLEAN YOUR VEHICLES ?



If you are not aware of this figure, an investigation of the facts will probably surprise you, that's why progressive companies are installing Dawson Drive-through Vehicle Washing Machines which not only show savings in cost of cleaning but offer additional advantages such as the advertising value of the improved appearance of their fleets. The capital cost of such an installation is low, if one considers that a reduction by only one man in the labour force necessary will recover the capital cost in a very short period.

If you would like a specialist to discuss the economic and other advantages of this equipment with you, write suggesting this, or alternatively ask for full details of Dawson Vehicle Washing Plant.

Dawson Light Type Vehicle Washing Machine installed at the West Thurrock, Essex Depot of Thomas Hedley and Co. Limited.

Sales & Service . . . **DRUMMOND-ASQUITH** *. . . in all countries*

DRUMMOND-ASQUITH (SALES) LTD., KING EDWARD HOUSE, NEW STREET, BIRMINGHAM
'Phone: Midland 3431 (7 lines). 'Grams: Maxishape, B'ham. Also at LONDON: 'Phone: Trafalgar 7224 (5 lines) and GLASGOW: 'Phone: Central 0922
HF342

B12

Off the peg or made to measure?



2-ton Ford Trader (118 in. w.b.). Box van on chassis/cab. Hardwood frame, aluminium panelling, double skin glass-fibre roof panels.



10-ton Scammell Trailer with 10-ton Bedford prime mover. Reinforced hardwood framing. Resin bonded Plymax panels, resin bonded plywood roof.



Fordson 12/15 cwts. General purpose truck body with standard cab. Frame of seasoned hardwoods.



2-ton Ford Trader. Box van on chassis/cab. Hardwood frame, half hard aluminium panelling, translucent glass-fibre roof.

Many standard designs are available—easily modified for special requirements. Or bodies can be 'custom tailored' for your needs.

Naturally you wish to keep vehicle body costs down to a sensible level—with no sacrifice in quality.

That is where Locomotors can help you.

Particularly recommended are bodies in lightweight, tough glass-fibre—and Locomotors can modestly claim to be the leaders in this new form of construction.

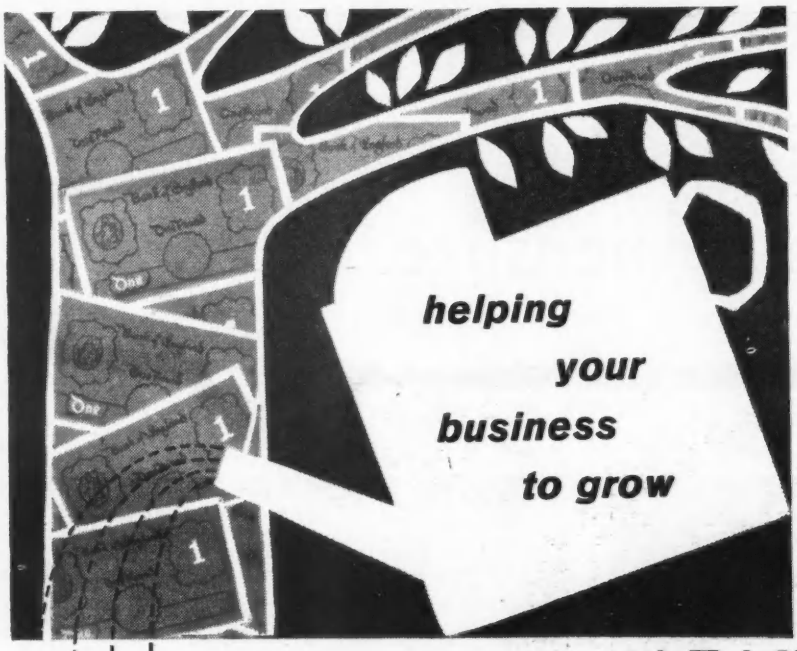
For sound value for money, get in touch with Locomotors first.

LOCOMOTORS
LIMITED

Head Office: 154 Grosvenor Road, London, S.W.1
Telephone: Victoria 6192

Branches throughout the country

Main body-building branches at: Andover, Birmingham, Harrow, Chadwell Heath, Macclesfield, Manchester, Mitcham, Nottingham



Good business is built, not on a single sale, but on the continuing goodwill of the customer. In addition to a first class product, he will expect a first class service, including first class hire purchase facilities, which are of paramount importance today.

With 50 years' experience in this vital field Mercantile Credit Company Limited offer suppliers and customers alike services that are second to none, combining speedy efficient handling with courtesy and a personal approach to your particular requirements. If you would like further details please write or 'phone our Head Office:

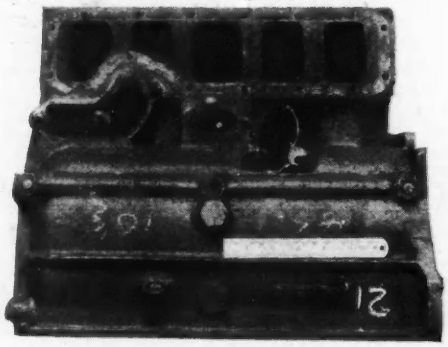
MERCANTILE CREDIT COMPANY LIMITED

Argyll House, 246-250 Regent Street, London, W.1. Telephone: REGent 7222

There are also Mercantile Credit branches throughout the United Kingdom; please consult your telephone directory for your nearest branch office.

METALOCK REPAIRS TO CASTINGS

METALOCK is the trade name for specially formed keys made of special alloys. Slots are cut transverse to the fracture and METALOCK keys are inlaid by cold working into the parent metal. The alloys having a known tensile strength and the serrations of the keys having a known shear strength, a precise amount of strength is restored as each key is inserted. *Ensure permanent repair with the Metalock cold process, it saves money and time. Every job is crack and hydraulically tested.*



Head Office:
Grand Buildings, Trafalgar Square, London, W.C.2.
Telephone: Whitehall 8902/5
Telegrams: Metlokcast Rand London

METALOCK *BRITAIN* LIMITED
London Workshop:
Furze St., off Devons Rd., Bow, E.3
Telephone: EASt 1446

A genuine service—in emergencies. Even for large fractures we can effect repairs in 48 hours.



everything under control...

Powerful and smooth in action, the Rubery Owen S-CAM Drum Brake combines efficiency with trouble free service. Fitted as standard equipment on our range of heavy duty axles, it has stood the test of time under the most rigorous service conditions.

- ★ Lightweight fabricated steel shoes — Heat-treated wear areas.
- ★ Hardened and ground cam rollers.
- ★ Large diameter brake anchor pins—Chromium plated.
- ★ S-type constant lift cam. Splined to accommodate standard slack-adjusters.
- ★ Forged steel brake anchor flange.
- ★ Long wear nylon bushes.
- ★ Self aligning cam-shaft bracket.
- ★ Tapered brake linings.
- ★ Available for either bolting or welding to axle beam.

AVAILABLE SIZES:
15½" × 6" or 7"
16½" × 6" or 7"



The Rubery Owen range of Heavy Duty Trailer Axles uses the S-Cam brake as standard equipment.

RUBERY OWEN

S - CAM BRAKE

Manufactured by :

RUBERY OWEN (WARRINGTON) LTD.

Enquiries to:

TRAILER COMPONENTS SALES DEPARTMENT.

RUBERY OWEN & CO. LTD., P.O. BOX 10,

DARLASTON, WEDNESBURY, STAFFS. *Telephone: James Bridge 3131*

R.O S CAM

A Product of the Owen Organisation

Symbol of the Perfect Brake

B15



Albion "Clydesdale" chassis cab with Sparshatt patent insulated van body and self-contained refrigerator unit.

We are builders of **REFRIGERATED** and **INSULATED BODYWORK** of advanced design and to customer's special requirements. Our bodies incorporate many unique features resulting in greater efficiency and lower operating cost.

Times Food Manufacturing Co. Ltd., manufacturers of "TEMPO" quick frozen dairy cream sponges, operate this large capacity refrigerated van for bulk deliveries.

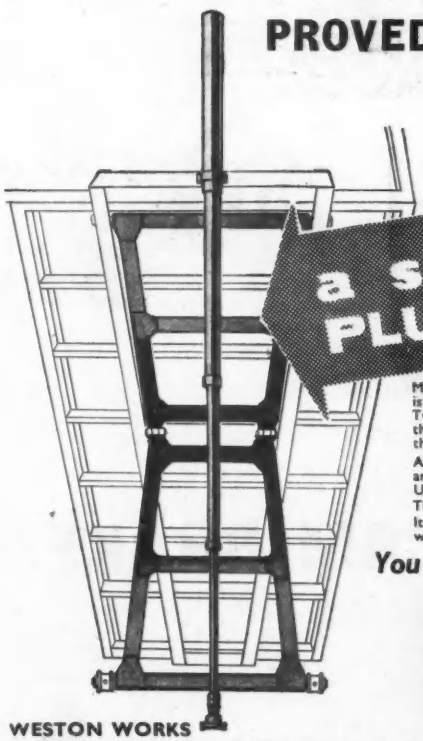
(INSULATED CONTAINER TO PATENT No. 6310/57)

J. H. SPARSHATT & SONS, LTD.
108-110 BELLENDEN ROAD, PECKHAM, LONDON, S.E.15

SPARSHATTS

ALSO AT PORTSMOUTH — SOUTHAMPTON — CHICHESTER AND RYDE, I.O.W.

PROVED IN PRACTICE . . . *the most efficient L.W.B. tipping combination ever* . . .



a single Ram — PLUS a stabilizer!

Most efficient long wheel base, tipping combination, a single ram, plus stabilizer. What is the advantage of a single ram tipping gear when fitted to a long wheel base truck? Twin rams will control side movements of the body but since the feed from the pump to the ram is from a common source any inequality in weight distribution may result in the lighter loaded ram extending faster than the other.

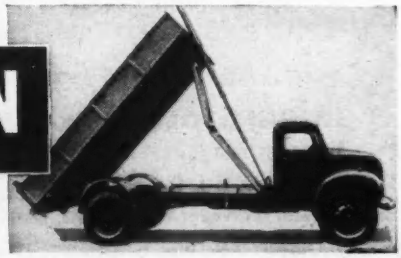
A single ram and the Weston Master Stabilizer is the complete answer for the most arduous operating conditions. The stabilizer gives security and stability and the Universally Mounted Weston ram is used solely for raising and lowering the body.

This is the principle on which the Model Eight is constructed.

Its efficiency has been proved by the many gears operating successfully throughout the world.

You can't beat

WESTON MODEL 8



WESTON WORKS
(BIRMINGHAM) LTD · WESTON LANE · GREET · BIRMINGHAM 11
Telephone: ACOcks Green 3936 (4 lines) Telegrams: "Sunsabod, Birmingham."



'YES SIR, I said, YOU'RE THE BOSS!'

You're the boss, you give the orders . . .
and the Independent haulier carries them out. There's no red-tape
to stand in his way. He makes his own decisions swiftly . . . executes them
promptly. And he puts *you*, the customer, first.

Personal service—that's the reason why so many firms are regular customers—
have been for a long time—of Independent hauliers. They like the scrupulous attention paid
to their special demands. They know how Free Enterprise competition
has held down prices since de-nationalisation. And, of course, they like the prompt service
given equally to the heaviest freight and the smallest load,
to the local delivery and the long cross-country haul.

R.H.A. FREE ENTERPRISE ROAD TRANSPORT ROAD HAULAGE ASSOCIATION

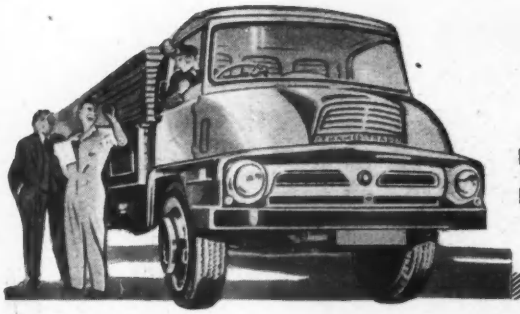
The Free Enterprise Haulier puts *you* first

Get in touch with your local area office of the Road Haulage Association
or directly with the Head Office at: 146 New Bond Street, London W.1. MAYFAIR 9050

D17

LEAD your trade—

WITH A THAMES TRADER



FOR FACTS AND FIGURES ABOUT THE *TRADER* RANGE ★ 30 CWT. TO 10 TONS—

*Ask DAGENHAM MOTORS

TO DEMONSTRATE to you with your load under your operating conditions.

★For lighter loads there are THAMES 5 cwt., 7 cwt., 10/12 cwt. and 15 cwt. VANS.

FORD DISTRIBUTORS

COMMERCIAL VEHICLE SALES
374 EALING ROAD · ALPERTON · MIDDLESEX
PERIVALE 3388

HANDLE WITH EASE

"Wrigley." Regd.



FORK LIFT TRUCK
Model E.650 Mk. III

Whenever there is the need for loads to be hauled, lifted or carried—bring in 'WRIGLEY' mechanical handling aids. These rugged, dependable, trouble-free appliances are used throughout the world.

The 'WRIGLEY' range includes :

PETROL & ELECTRIC TRUCKS
TIPPING TRUCKS
INDUSTRIAL TRAILERS
HAND TRUCKS & TROLLEYS

ELECTRIC TUG
Model E.733



Your handling problems can be solved with the skill and experience of 'WRIGLEY' experts.

LONDON AREA SALES & SERVICE	MIDLAND AREA SALES & SERVICE
185, Turner's Hill, Cheshunt, Herts.	188/190, Lythalls Lane. Coventry.
Tel.: Waltham Cross 5111	Tel.: Coventry 88171

Fully illustrated leaflets and further details gladly sent upon request.

WESSEX INDUSTRIES (Poole) LTD
WEST STREET · POOLE · DORSET
Telephone: POOLE 2088-9-3

B18



If you want power
– ask for it!



The Power Petroleum Co. Ltd

PETROL A DIESEL

AGENCY PUMPS IN ALL AREAS

B19



Selling cars. Servicing vehicles.
Easy. Nothing to it.
You know different. So do we.
Your problems are understood.
Years of experience in Vehicle Finance.
Sales promotion. H.P. as a sales aid.
Helping your salesmen to sell.
Vehicle Finance with a difference.
Difficulties can be overcome. Sales can improve.
Your local British Wagon Manager.
Near to you as your phone. Competent.
Understanding. Delighted to help you.
Why not ring him ?

BW Est. FINANCE 1869

The **British Wagon**

COMPANY LIMITED

Head Office:
Moorgate, Rotherham, Yorks. Tel : Rotherham 5466

Southern Head Office:
Rotherham House
Grosvenor Crescent, London, S.W.1. Tel. Sloane 2281

THE FRIENDLY FIRM
WITH BRANCHES THROUGHOUT THE COUNTRY

B20

The News Chronicle offers you a chance to get ahead

To build a successful business you need an idea—an idea backed up by shrewdness, commonsense and flair. But you need capital too; enough to make that scheme of yours earn money for you all the rest of your life. Once again the News Chronicle is offering a prize of £5,000 to a man or woman with a bright and promising business idea. It may be an entirely new idea, or it may be an existing one that just needs a financial boost to make it practicable—and profitable. Either way this could be the windfall you've been waiting for! This could be your chance to get ahead.

COULD YOU TURN A £5000 PRIZE INTO A FORTUNE?



EXPLAIN YOUR 'GET AHEAD' PLAN ON T.V!

The contest heats and the Grand Final are all being televised by the B.B.C. on eight successive Tuesday evenings—the first was on March 17th. Did you see it? There will be a special heat for women *and there is still time for everyone to enter*. If a panel of experts thinks that your idea deserves, on all-round merit, to succeed, you'll be invited to explain it to a nation-wide audience in one of these programmes. During the heats, prizes totalling £2,500 must be won *(£1,000 by a woman)* and if you are judged the overall winner you will receive more than £5,000 in all!

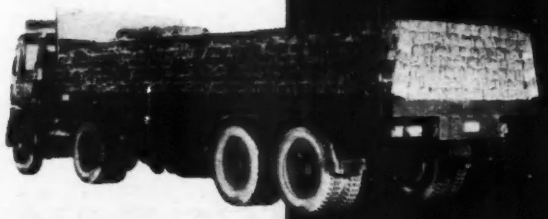
SEE THE

NEWS CHRONICLE

FOR FULL DETAILS AND ENTRY FORMS OF THE FASCINATING

'Get Ahead' Competition

FOR BIG LOADS YORK TANDEMS ARE BEST



SIMPLICITY - LESS MAINTENANCE

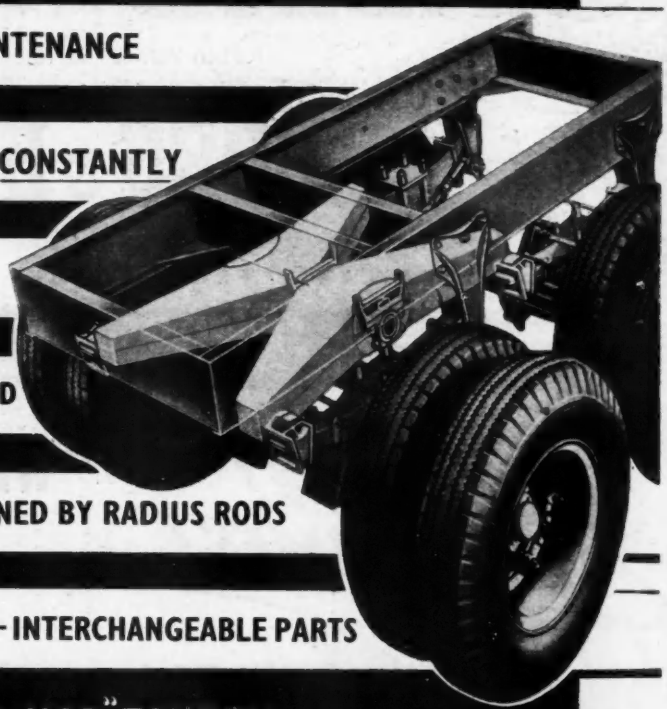
ABSOLUTE BALANCING OF LOAD - CONSTANTLY

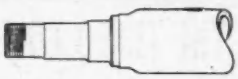
SAFE, EVEN BRAKING

LIGHTWEIGHT-ALLOWS MORE PAYLOAD

AXLE ALIGNMENT ALWAYS MAINTAINED BY RADIUS RODS

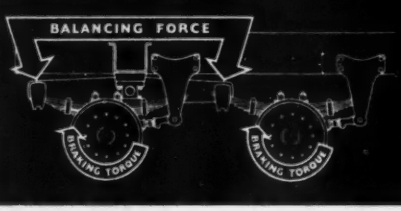
GREATER TYRE LIFE - EASIER ROLLING - INTERCHANGEABLE PARTS



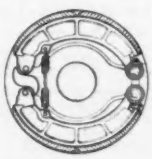


RUGGED TUBULAR AXLES ARE CORRECTLY CAMBERED FOR INCREASED TYRE LIFE.

THE "NO HOP" TANDEM



INDEPENDENT LIGHT ROCKER BEAMS BALANCE OUT BRAKE TORQUE — PREVENT LOAD TRANSFER WHEN BRAKING. TYRES STAY GLUED TO ROAD - FOR FASTER, SAFER STOPS AND LONGER TYRE LIFE



HUGE SUPER-SAFETY BRAKES 728 SQ. INCHES OF BRAKING SURFACE. TWO LINE AIR OPERATION IS STANDARD.

CONVERT YOUR PRESENT TRAILER. Many makes of present trailers can be changed over to York Tandems. We shall be glad to quote you :—

YORK

"EASIEST ROLLING OF THEM ALL"

TRAILER COMPANY LTD.

ST. MARKS ROAD, CORBY, NORTHANTS

Telephone: Corby 3561

London Office and Service Depot: 16 WAKERING ROAD, BARKING

Telephone: RIPpleway 4618

Y49

B21

Raybestos

TRADE MARK REGISTERED THE RAYBESTOS CO.

Brake and Clutch Linings are fitted to genuine factory lined

GIRLING AND **Lockheed**

REGD TRADE MARK

Replacement Brake Shoes

AND

BORG & BECK

REGD TRADE MARK

Clutch Plates

AVAILABLE FROM RAYBESTOS STOCKISTS

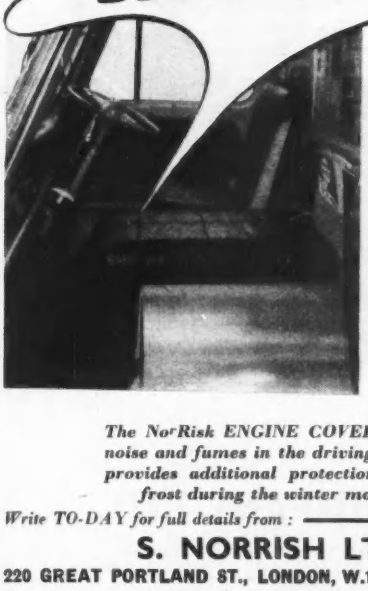
MADE IN ENGLAND

RAYBESTOS-BELACO LTD.

EVERITE HOUSE · SOUTHWARK STREET · LONDON · S.E.1

Telephones: WATERLOO 7031/4 " 3842/7

LESS NOISE! LESS FUMES!



with

NorRisk ENGINE COVERS

• • •

Available for

B·M·C, THAMES, BEDFORD

and all forward-control vehicles

The NorRisk ENGINE COVER reduces noise and fumes in the driving cab and provides additional protection against frost during the winter months.

Write TO-DAY for full details from :

S. NORRISH LTD.

220 GREAT PORTLAND ST., LONDON, W.1 *Telephone :* EUSton 6621

Manufacturers of DROK LUBRICATORS

B22

WHO'S WHO IN THE MOTOR INDUSTRY

Published in association with "The Motor" and "The Commercial Motor"

Some Press opinions of THE THIRD EDITION

"WHO'S WHO IN THE MOTOR INDUSTRY is as essential to your office library as a good dictionary" — MOTOR INDUSTRY

"This is an absolutely invaluable reference book covering every conceivable section of the Motor Industry" — B A R C GAZETTE

"This invaluable reference book . . ." — S M M T PROGRESS REPORT

"This Third Edition of the Motor Industry's "WHO'S WHO" is the most comprehensive yet produced" — THE SCOTSMAN

"The wealth of information contained in this book is something which every executive in this industry should have close to him" — PASSENGER TRANSPORT

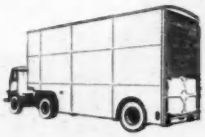
From Booksellers or direct from the Publishers

42s. net. *By post* 43*s.* 9*d.*

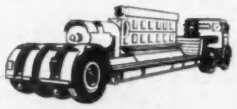
TEMPLE PRESS LIMITED · BOWLING GREEN LANE · LONDON E.C.1

In the long run you'll do better with









Taskers
TRAILERS



There's a Taskers "job-developed" trailer for virtually every need—from 2 tons up to 35 tons.
Get in touch with

TASKERS OF ANDOVER (1932) LTD., ANDOVER, HANTS
Telephone: ANDOVER 2312 *Telex: ANDOVER 47-539*

a MUST for RUST!

Jason's DE-RUSTING DE-SCALING **Pistol**



This powerful unique tool requires 12.5 cu. ft. of air per minute at 90 p.s.i. and weighs only 9½ lbs. The rapidly vibrating hardened steel needles clean right down to the parent metal and follow any contour. The piston will clean all ferrous and non-ferrous metals, stone, concrete, etc.

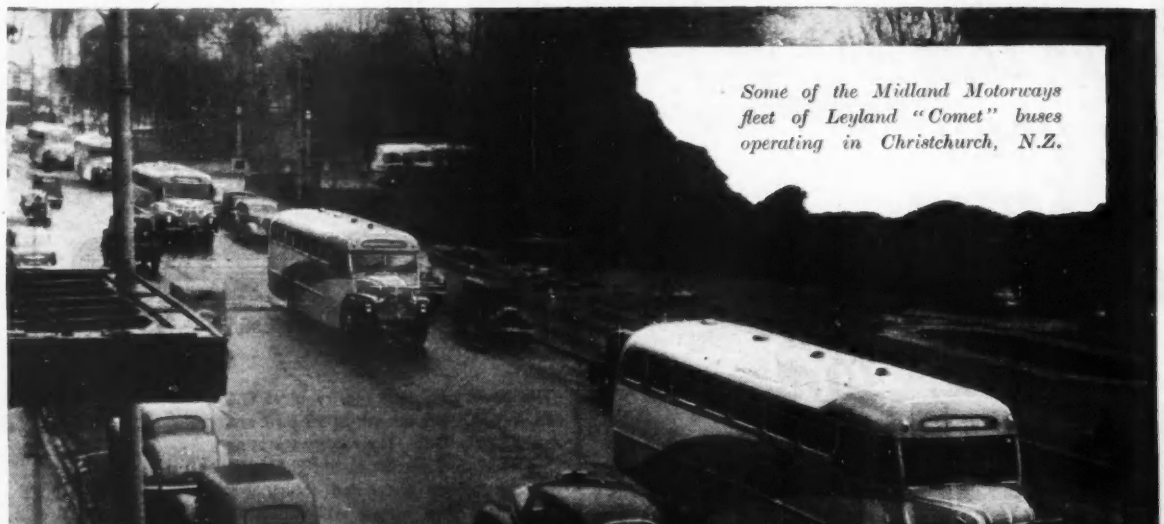
Demonstrations on your own premises without obligation. Illustrated leaflet Ref. CM sent on request. Delivery ex stock.

SEE US ON **STAND 79**
CORROSION EXHIBITION · R.H.S. HALL · APRIL 27-30

Manufacturers and Distributors:
JOHN TRELAWNY LIMITED
54 HOLLY WALK, LEAMINGTON SPA, Warwickshire
Telephone: 711

INDEX TO ADVERTISERS

Name	Page
A	
A.C.V. Sales Ltd.	39
Aero Maintenance Equipment, Ltd.	34 & 35
Aerostart	74
Austin Motor Co. Ltd., The	33
Automotive Products Co., Ltd.	6 & 7
Aviation Developments, Ltd.	12
B	
Boden Trailers, Ltd.	72
Bonallack & Sons, Ltd.	9
Boyes, W. J., & Son, Ltd.	73
Boys, Henry & Son, Ltd.	70
British Road Services	11
British Wagon Co., Ltd., The	24
Bulkmobile	14
C	
Car Mart, Ltd., The	42
Clayton Dewandre, Co., Ltd.	Inside Back Cover
Cuprinol, Ltd.	71
D	
Dagenham Motors, Ltd.	22
Denny, Mott & Dickson, Ltd.	4
Drummond-Asquith (Sales), Ltd.	16
Dunlop Rubber Co., Ltd.	8 & 36
Duramin Engineering Co., Ltd.	14
E	
E.R.F. Ltd.	5
F	
Farnborough Engineering Co., Ltd.	3
Ferraris of Cricklewood, Ltd.	74
Firestone Tyre & Rubber Co., Ltd.	Back Cover
Fodens Ltd.	Front Cover
G	
Girling, Ltd.	Inside Front Cover
Guy Motors, Ltd.	41
H	
Holmes (Preston), Ltd.	2
J	
James, W. G., Ltd.	73
K	
Karrier Motors, Ltd.	1
Keith & Boyle (London), Ltd.	74
L	
Leyland Motors, Ltd.	28
Locomotors, Ltd.	17
M	
Matthews, H., Ltd.	70
Mercantile Credit Co., Ltd.	18
Metalock (Britain), Ltd.	18
Mitchell, L. A. (Motors), Ltd.	70
Mobil Oil Co., Ltd.	13
N	
News Chronicle	24
Normand, Ltd.	73
Norrish, S., Ltd.	26
North British Rubber Co., Ltd.	15
P	
Patentools, Ltd.	74
Power Petroleum Co., Ltd.	23
R	
Raybestos-Belaco, Ltd.	26
Regent Axle Co., The	72
Road Haulage Association	21
Ross Garages (Sales), Ltd.	73
Rubery Owen & Co., Ltd.	19
S	
Schrader's, A., Son	71
Smiths Motor Accessories, Ltd.	38
Sparshatt, J. H., & Sons, Ltd.	20 & 72
Steel Company of Wales, Ltd., The	10
T	
Taskers of Andover (1932), Ltd.	27
T.G.B. (Motors), Ltd.	72
Transport Equipment (Thornycroft), Ltd.	37
Trelawny, John, Ltd.	27
Trianon	72
Tyresoles, Ltd.	32
V	
Vauxhall Motors, Ltd.	29, 30 & 31
W	
Wakefield-Dick Industrial Oils, Ltd.	40
Weldalloy	72
Wessex Industries (Poole), Ltd.	22
Westinghouse Brake & Signal Co., Ltd.	74
Weston Works (Birmingham), Ltd.	20
Y	
York Trailer Co., Ltd., The	25



Some of the Midland Motorways fleet of Leyland "Comet" buses operating in Christchurch, N.Z.

Midland Motorways operate 100% Leyland...

—and can you blame them?

Midland Motorways Services Ltd., Christchurch, N.Z., operate 42 Leyland buses and coaches covering 1¼ million miles per annum. They write to say "Frankly, we are amazed at the small amount of maintenance required to keep them in first-class trim . . . piston rings do not have to be replaced before 200,000 miles . . . we have not re-sleeved any of the diesels (one has already done 314,000 miles) and expect them to reach 350,000 miles before this work is carried out. Oil-fuel consumption for the 8½ ton buses averages 14·75 m.p.g. Your engineers are to be complimented on their wonderful workmanship."

Well, they can't say fairer than that . . . but if the experience of lots of our customers is anything to go by, that re-sleeving business won't happen till over the 400,000 mark!

- Annual mileage 1¼ million
- 350,000 miles before re-sleeving
- Fuel consumption (36-seaters) 14.75 m.p.g.

Leyland economy is the wonder of the transport world

LEYLAND MOTORS LTD. Sales Division: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. Tel: MAYfair 8561

B24

Vol. 109. No. 2803

THE COMMERCIAL MOTOR

March 20, 1959

Editor:
G. MACKENZIE JUNNER,
F.R.S.A. M.I.Mech.E., M.I.R.T.E.
M.Inst.Met.

Assistant Editor:
A. E. SHERLOCK-MESHER,
F.R.S.A.

Technical Editor:
JOHN F. MOON,
A.M.I.R.T.E., A.S.A.E.

Largest and Most Influential Circulation

PROPRIETORS:
TEMPLE PRESS LIMITED
CHAIRMAN AND MANAGING DIRECTOR:
ROLAND E. DANGERFIELD

Head Office:
Bowling Green Lane, E.C.1.
Telephone: Terminus 3636
Telegrams: "Pressimus London Telex."
Telex: 23839.
Cables:
"Telex 23839—Pressimus London"
and at Birmingham, Coventry, Manchester, Glasgow.

Annual Subscription Rate £3 10s.
U.S.A. and Canada $10.00

© Temple Press Limited, 1959.
The proprietors will consider any written requests to reproduce articles and illustrations appearing in this journal. Comment and brief extracts which acknowledge *The Commercial Motor* are permissible.

Fruits of Transgression

How Far Should Evidence Gained by Illegal Activities be Allowed to Help Operators?

THE question of the extent to which an operator may reasonably be allowed to benefit in the future by his wrong-doing in the past has again become topical. It was one of the central themes of an appeal decision by the Minister of Transport reported in *The Commercial Motor* last week. It may again be brought into prominence if the Metropolitan Deputy Traffic Commissioner refuses certain additional picking-up points sought by Scottish Omnibuses, Ltd., and the Western S.M.T. Co., Ltd., and the companies take the case to appeal.

On an appeal by Stockland Garage, Ltd., who had been refused a higher vehicle allowance on British and Continental tours, the Minister said that a company should not normally be allowed to benefit from operations carried out in deliberate disregard of the terms of a road service licence.

Nevertheless, traffic statistics did not become less valid as evidence of need simply because they were considered to have been obtained illegally. On the other hand, although figures produced as a result of illegal carryings justified the provision of a service, the Commissioners might, at their discretion, grant it, or part of it, to another applicant who had a claim to the traffic.

Genuine Mistake

In the case in question, the operators had erred in good faith in interpreting their vehicle allowance, although they continued to book passengers in excess of it after they had been warned by the Traffic Commissioners that they were in error. The Minister said that they should have taken the Commissioners into their confidence, and he declared that, in such circumstances, operators could not always rely on the willingness of Commissioners to regularize matters when presented with a *fait accompli*.

The Minister implies that normally an operator who deliberately disregards the terms of his licence should, in effect, be punished if he seeks to profit by it. His decision is, however, couched in such general and mild terms that operators might be led to believe that he was not greatly concerned about illegal activities. He gives no indication of the form of punishment that might be meted out to an operator who carried traffic illegally, or the circumstances in which a penalty was justified.

This is, of course, in the tradition of appeal decisions by the Minister of Transport. Ministers have always been careful to avoid establishing case law, and their judgments have related strictly to the facts of the appeals under review.

On the goods side, the Transport Tribunal are more willing to establish principles, and in the case of Tribe and Burton in 1956 they were unequivocal in expressing their views on the question of illegal working and its consequences.

An applicant who was shown to have committed illegalities should, generally speaking, be penalized to some extent for his wrong-doing, they said. They did not lay down any general rule as to the assessment of the penalty in any particular case.

Possible Penalties

In some cases, they thought, a Licensing Authority would be justified in ignoring illegal operations. In others it might be right to disregard completely evidence of alleged future requirements of customers obtained by past illegalities, and to reject outright an application founded solely on these needs. In intermediate cases a Licensing Authority might be well advised to delay the issue of whatever licence he would, apart from the illegalities, have issued, until he thought his disapproval of the applicant's conduct had been suitably marked.

In the appeal in question, the operator had broken the law innocently, but had done so on a substantial scale over a period of three years. The Tribunal thought he could be suitably dealt with by reducing "the grant which would have been made if his application had not been darkened by this illegality." This penalty should, they said, purge the operator's contempt and his past illegalities should not be taken into account on any other application.

Although the Tribunal state their views more explicitly than the Minister, it may well be that the two appellate bodies share the same opinions, and that both goods and passenger operators may expect to be dealt with on broadly similar lines if they seek to benefit by transgression. It would certainly be unjust if a haulier were to be treated more harshly than a coach and bus operator, merely because his appeal lay to a different authority.

Every Man for Himself

AN observation made last Friday by Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, indicates that, in the Government's view, hauliers must fight their own battles. They have been freed from nationalization and that is as much as they can expect from the Minister of Transport. They have been able, with political aid, to set themselves back on their feet and the Government's task in transport is now to promote the well-being of the railways.

This is the only interpretation that can be placed on Mr. Nugent's statement at the annual luncheon of the Mansion House Association on Transport that hauliers must be prepared for tough competition from an essential railway system which was quoting "very competitive rates" to secure every ounce of available traffic. He spoke with obvious approval of this policy, which, he said, was the only method of avoiding subsidy.

Hauliers are not afraid of fair competition. They provide a standard of service that the railways can seldom equal. They cannot, however, enter into a rate-cutting war with a State-aided competitor whose losses are covered for a period by loans of public money.

The Exchequer is committed to advance the railways £400m. to cover annual losses. In theory the money must be repaid, with interest, out of revenue. The Government refuse, however, to face the possibility that it may never be repaid, except by further loans.

The railways cannot be made bankrupt, and, if they cannot meet their liabilities, only two courses are open to the Government. One is boldly to write off the past loans and allow the railways to start again with a clean sheet. The other is to try to camouflage insolvency by further loans, transferring public money from one pocket to the other.

That position could arise if the railways pursued a policy of snatching traffic at any price merely to fill the trucks. Having gained large blocks of traffic at rates that no C-licensee or haulier could match, they could, of course, begin gently to raise their charges again. Traders who had disposed of their fleets would be in a poor position to bargain, particularly if the railways had been so successful in a rate-cutting war as to ruin many hauliers.

Hauliers, including British Road Services, are in law under a penalty if they deliberately and consistently carry traffic at less than cost to liquidate their competitors. The railways are under no such burden. The public will require an assurance that the railways will use their new freedom to quote competitive rates in a manner that will serve the best interests of the country.

Passing Comments

Smoke Abatement in U.S. Oilers

AMERICA is also fighting the difficulty of excessive smoke being produced by oil-engined vehicles. Los Angeles is particularly anxious in this respect, as it suffers so much from a low-lying and steadily accumulating fog, and to combat this it has an Air Pollution Control.

Recently the Constructors' Transport Co., operators who do much inter-city work in California, were awarded a plaque by the Clean Air Awards Committee of the Control, for their successful smoke-abatement programme. The company have run oil-engined vehicles nearly 2m. miles without violation of the anti-smoke regulations and are the first to receive such an award.

It is interesting to read, from *The American Automobile*, how this has been achieved. All the trucks are tested by dynamometer and when they are found to have clean exhausts, fuel pumps and rocker covers are sealed, the seals being checked at the beginning and end of each trip. Air cleaners and connections are checked at each refuelling and the air-intake system completely cleaned at 10,000-mile intervals, when the valves, injectors and fuel pumps are also adjusted.

The company adopt the theory that smoke does nothing but burn extra fuel, reduce performance and shorten engine life by washing oil from the cylinder walls and rings, as well as by diluting the lubricant. Drivers are instructed to report any power loss at the first terminal they reach. When conditions require higher torque, the drivers are instructed to change to a gear which will enable the vehicles to operate at not more than half to two-thirds throttle. This, in fact, is a particular part of their training programme. It is believed that oil engines that are never kept "all out" give thousands of extra trouble-free miles. They wear longer and run cooler.

A good high-octane fuel is always used, as this is believed to burn cleaner, whilst thermostats and radiator-shutter controls are checked to maintain engine temperature at 160-180° F. Every vehicle has its own recorder and this is checked daily to see that the prescribed road speeds are not exceeded.

When buying their vehicles, an engine-transmission-rear-axle combination is selected to give the required speeds under all road conditions with a "soft throttle."

How to Advertise

THERE are few directions in which a haulier can advertise his services and, for the industry generally, the amount spent in relation to turnover must be low in comparison with other departments of commerce. A novel idea, however, has been hit upon by two combined companies of Kingston upon Thames—George Bristow, Ltd., and Adams Bros. (Kingston), Ltd.

They have produced what could be described as a catalogue of the different vehicles that they operate, each type being illustrated and important loading dimensions given, for circulation among their customers. The booklet is in handy form, and quickly enables a consignor to check whether a lorry suitable for his traffic can be offered.

The production was by Kingston Photographic and Drawing Office Supplies, Ltd., 32-34 Fairfield Road, Kingston, who used the offset litho process.

This form of advertising is probably uneconomic if fewer than 500 booklets are ordered, because the greatest element of cost lies in the photography, artwork and type preparation rather than the actual printing and use of paper. The companies' booklet contains 30 reproductions of photographs and involved spending a sum which worked out at about 8s. per copy.

An "Attractive" Booklet

MAGNETS of the permanent type have been used for thousands of years. In fact, the Chinese are said to have used them for their earliest compasses. Despite this, however, how and why they are magnetic is a mystery to many. Even technicians have difficulty in explaining why one metal or alloy can retain its magnetism possibly for a large number of years, whilst another will not.

Most, if not all, of these questions are answered in a fascinating manner in a 48-page booklet prepared by James Neill and Co. (Sheffield), Ltd., manufacturers of "Eclipse" permanent magnets, magnetic chucks and tools. It is largely a reprint of an address given by Mr. F. G. Tyack, A.M.I.E.E., of the company, to the Institute of Post Office Electrical Engineers. He points out that permanent magnets are much more important than is generally supposed, and that they are incorporated so unobtrusively in apparatus in everyday use that their existence is not even suspected. In fact, the quantities made run to many millions a year in Great Britain alone —nearly one per head of population.

Technical developments with them have been more rapid and far reaching than in many other fields of science. One result is that they are now only a small fraction of the size of those formerly employed, whilst they are continually taking over more duties previously done by electro-magnets. To give an idea of the work they cover, those used in thermostats and telephone receivers weigh as little as a tenth of an ounce, whilst others are the basis of 120 kVA. alternators of 160 h.p. As to cost, the average price of a magnet in 1955 was only 51 per cent. higher than that paid in 1935, whereas the increase in most other commodities was about 300 per cent.

Tyre Remoulds by a Maker

THE larger tyres used for commercial vehicles and tractors lend themselves particularly well to remoulding. It was in recognition of this that Goodyear felt the treatment of their own casings was an integral part of the supplying and servicing of tyres by the manufacturer. As a result Goodyear remould plants have been located all over the country. In these it is the aim to provide the finest quality aided by stringent inspection. Cases for commercial vehicles are remoulded at all their plants, but those for tractors at the headquarters in Wolverhampton, although the remoulding operations are the same.

Immediately a casing is accepted it receives thorough inspection by experts and is then put through a buffing process which removes part of the original tread rubber to a predetermined shape and dimension. A second examination locates any internal injuries, the damaged parts being cut away and the cavities filled solid with special rubber compound. Where a carcase has been penetrated, the area is reinforced with a fabric patch on the inside.

Each casing is then sprayed with cement to provide initial adhesion between the new tread rubber and the casing, prior to vulcanization. The rubber is laid centrally on the casing and firmly rolled down. Rubber compound is then applied between the shoulder and the bead to give a firm and smooth finish to the side walls. After final inspection and approval the tyre is dispatched.

The normal tread pattern for truck tyres is the Hi-Miler, and for tractor remoulds, the Super-Sure-Grip. All tyres, whether for goods or passenger vehicles, have the complete bead-to-bead process. Remoulding and casing charges are separate and where customers supply their own casings they have to meet only the process price.

One Hears—

Of road users mournfully comparing our travel pace with space travel.

That in the latter case there is, of course, no overtaking and apparently few obstructions.

That last year road accidents cost South Africa approximately £30m.

That in our industry "from Weaver to user" is a more appropriate saying than that used in connection with certain garments.

Of a reader envying the oil workers' "village on wheels" and suggesting that this might solve the problem of finding family holiday accommodation.

That, now that it has come to fines for broadcasting litter, some of our dustmen will have to look to their "laurels"—and not let them blow about.

That it is not only the man who talks who may put his foot in it; this can be done by keeping quiet at the wrong time or making a foolish decision.

That to avoid smoke, London Transport set their oil-engine fuel pumps to derate the units by 5-10 per cent., which increases engine life and allows for slight variations in pump adjustments between inspections.

Of a surface finishing and sizing tool, the cam-actuated rollers of which deliver over 200,000 blows per minute.

That the process is known as "bearingizing" and is a type of cold forging giving a work-hardened finish of accurate size.

That the object of some objectors to the aspirations of the small haulier is to see that scope denied "maketh his cart stick."



"Quick, sir, the conveyor belt has reversed and we're getting cigarette lighters."

B27

Four P.S.V. Rules Changed

THE Conditions of Fitness Regulations which came into force last April have been amended in four respects. The changes, which came into operation on March 16, are:

(1) New vehicles constructed to comply with the swept-circle requirements for vehicles registered on and after April 1, 1959, which are quite different from the swept-circle requirements for existing vehicles, can be put into service before that date.

(2) A fuel tank may be fitted under a passage leading to the third (emergency) exit, where a third exit is required on account of the vehicle's high seating capacity.

(3) Any space between two facing longitudinal seats at the end of a gangway (such as where the cowling projects from the floor behind the driver's bulkhead) is excluded from the requirements as to width and height of gangway.

(4) New vehicles constructed to comply with the latest requirements relating to the distance between one transverse seat and the seat in front can be put into service before April 1.

These changes are made by the Public Service Vehicles (Conditions of Fitness) (Amendment) Regulations, 1959 (Stationery Office, 3d.).

FORD SALES UP

TOTAL sales by the Ford Motor Co., Ltd., rose from £165.9m. in 1957 to £206.6m. in 1958. The number of vehicles sold increased from 338,421 to 421,572. Home sales rose from 153,752 to 202,133, and exports from 184,669 to 219,439.

TANKER OWNERS ON

Bulk Liquid Transport Accused at Leeds Assizes of Suborning Perjury

THE Yorkshire tanker company, Bulk Liquid Transport, Ltd., were alleged at Leeds Assizes, last week, to have deliberately set out to contravene the law, from purely financial motives, by instructing and encouraging employees to drive excessive hours. This claim was made by Mr. R. Lyons, Q.C., prosecuting, when the company and five officials faced charges of conspiracy and subornation of perjury. They pleaded not guilty.

Mr. Lyons told Mr. Justice Donovan that evidence would be confined to events during a three-week period in October and November, 1957, but it was likely that the case would last 10 days.

There were five charges of conspiracy concerning drivers' hours, rest and records against the company and the five officials —B. Skelley, manager, L. I. Hickson, assistant manager, C. Kershaw, foreman, C. Burkenshaw, clerk, and W. Jennings, foreman driver. Skelley and Kershaw also faced two counts of inducing perjury by encouraging drivers to enter false information on documents, together with alternative counts of aiding and abetting.

Mr. Lyons said 24 daily record cards would be produced, relating to six drivers, which purported to show that the law had been complied with. But they were utterly false. Many of them concerned a route from Gildersome, via Billingham, where acid was loaded for delivery at Grimsby. Vehicles went to Grimsby and back, a distance of about 285 miles, in one day, yet they were articulated eight-wheelers limited to 30 m.p.h. The journey was impossible without breaking the speed limit and taking chances which could turn an acid-laden tanker into a lethal weapon.

Drivers had obeyed instructions either willingly or because they feared dismissal. In order to cover up large-scale breaches, drivers were encouraged to enter false information. When they presented accurate records they were told to falsify or rewrite them. The behaviour of officials when asked to produce records indicated that they knew perfectly well that the law was being broken.

Mr. Lyons described how a traffic examiner, Mr. Foster, called at Gildersome on November 26, 1957, and asked the secretary, Mr. Greenwood, for the drivers' records. An appointment was made for November 28.

"Much Agitation"

There apparently followed much agitation and burning of midnight oil. Driver Richard Smith was called out in the middle of the night and told to alter records previously filled in by him. When Skelley saw them he realized the new times overlapped with those of the co-driver, so Smith was told to fill in completely new forms. After working all night, he was dismissed the next day.

When Mr. Foster arrived on November 28 he saw Skelley and Greenwood and was handed the records of seven drivers. He noticed the name of Jones on some of the forms, but before he could examine them Skelley took them away on the pretext of putting them in order and, when they were returned, the Jones records were not there. Nor were there records for any of the six drivers concerned in the charges.

Records Omitted

Mr. Foster returned on January 3, 1958, with Det.-Sgt. Pearce, and Greenwood and Skelley were asked for the records. Again none for the six drivers concerned were produced. Mr. Foster then asked expressly for these records and they were brought.

The managing director, Mr. Peter Slater, was asked if the records could be taken away for inspection, but a Col. Banks was called in, who refused to allow it. However, the detective seized the records on the ground that there was reason to believe there had been breaches of the Perjury Act.

The second day of the trial was mainly taken up by prosecution witnesses giving evidence of the departure and arrival times of Bulk Liquid Transport's vehicles.

Mr. M. F. Kennedy, an officer of the

Fined £5,120: Has to Sell Bus Business

FINED £5,000 at Alloa, last week, for using duty-free oil in his vehicles, a Scottish bus operator asked for three months to pay so that he could try to sell his business. He was County Cllr. George Gray, Clackmannan, who was alleged to have used 10,700 gallons of duty-free fuel in buses between October 12, 1956, and October 11, 1957 (*The Commercial Motor*, March 6).

He denied this offence and two others —failing to keep accounts and records of heavy oil used, and failing to produce records to two Customs and Excise officers. On these two summonses he was fined a total of £120. Sheriff C. D. L. Murray found an alternative charge of obstructing the officers not proven.

Sheriff Murray's summing up took nearly an hour. He said there was no doubt at all that Gray's oil-engined buses had been run on duty-free fuel. There had been a curious secrecy about fuelling the vehicles—no driver filled up his own bus with the exception of a man called McNeil, who termed himself fuel supervisor. McNeil had given quite impossible evidence about the way he had managed to keep the buses running with fuel obtained legally.

Sheriff Murray recalled the suggestion that the vehicles might have been run on a mixture of petrol and oil, but he found it hard to understand why anyone should dream of doing such a thing. The result would be fewer miles per gallon, so there seemed to be no motive.

The inevitable inference was that duty-free oil alone was used and that would stand unless evidence were produced to show that the fuel was obtained from legitimate sources.

"I am sorry it has come to this," he told Gray. "I appreciate the qualities of character and personality, loyalty and generosity which I know you possess, but there is no doubt that I must do my duty."

Mr. I. A. Grant, defending, pointed out that there was no evidence that Gray had been making an extraordinary profit. The benefit had largely been passed on to the people who hired his vehicles.

After consulting Gray he asked for three months to pay so that arrangements could be made to sell the business, perhaps by option. The sheriff granted a month, saying that if at the end of that time it could be shown that efforts were being made to pay the fine an extension would be granted.

CONSPIRACY CHARGE

Col. C. Banks Refused to Allow Records to be Taken Away for Inspection—Prosecution

Registrar of Companies, said Bulk Liquid Transport, Ltd., was incorporated on July 31, 1954, with Peter Derek Slater as a director and shareholder. The returns for 1958 showed J. R. Stephenson as secretary in place of Greenwood. Col. C. Banks was not a director of Bulk Liquid but was a director, although not a shareholder, of Peter Slater, Ltd. None of the accused was a director or shareholder of either company.

Driver Richard Smith said in evidence that he was given instructions to keep three documents—a daily record card, a weekly time sheet and a pink daily card. Entries on the record card kept within the permitted driving hours in case it was inspected, but the true times were shown on the pink card and weekly sheet, on which he was paid.

Told to Alter Records

If correct driving times showing more than 11 hours were entered on the record card, drivers were told to alter them by Skelley, Kershaw or Jennings. Many journeys could not be done in the time allowed.

In the early hours of November 28, 1957, he was called to Gildersome and given a pile of log sheets by Kershaw, who said they overlapped with his relief driver. Notes of suggested alterations on them were in Skelley's handwriting. Later that day he was dismissed.

Questioned by Mr. F. H. Lawton, Q.C., for the company, about a lodging allowance he claimed to have drawn in advance for a double trip to Birmingham and Howden, Smith agreed that if there were no record in the company's books he could have been mistaken, but it was the usual practice. He denied that he had never attempted to collect the money because an overnight stay at Derby was a jaunt for his own purposes, or that during the last three weeks of his employment he had been taking time off on the road.

Finished in 12 Hours

Mr. T. A. Fearnley-Whittingstall, Q.C., for the officials, said the company's plan was to use their heavy tankers for two round trips to Billingham and Grimsby in 24 hours. A single journey could be done in less than 11 hours' driving time and the job finished in 12 hours. Speedometer recordings for the round trip were 266 miles.

Comparing the alleged false log sheets with Servis recorder cards for the vehicle concerned on five of the journeys, he submitted that there was no reason why the true times should not have been inserted. None of them showed driving time in excess of that permitted.

Mr. Skelley's notes on the log sheets which Smith was asked to alter were to point out omissions and careless errors in addition. Smith's allegations about collusion over driving times were false.

Another former employee called by the prosecution, J. W. Cluderay, said he worked for a rival company, Harold Wood and Sons, Ltd., from 1951 until 1957, when he joined Bulk Liquid Transport. Four weeks later he was dismissed. He said he soon found the Gildersome-Billingham-Grimsby journey took 14 to 16 hours and he told Kershaw and Jennings that he had previously been fined for exceeding his driving time.

On occasion he was asked by Kershaw to alter records to conform to the law. After refusing to do the Grimsby run again he was given a week's notice by Skelley, who said the company required men willing to work night and day.

Answering Mr. Lawton, Cluderay said he took his final week's records to the Licensing Authority's office before handing them to his employers. When he was dismissed he returned to Harold Wood and two months later this company secured the contract for acid deliveries from Billingham to Grimsby.

HAULAGE WAGE CLAIM DATE

THE claim for a 10s. a week increase and other benefits for road haulage workers will be heard by the Road Haulage Wages Council on April 9. The application was reported in "The Commercial Motor" on March 6.

Conviction Not Revealed

Cluderay admitted that when he applied for work with Bulk Liquid Transport he stated that he had no previous convictions. Asked about a letter signed James Wilcock which he sent to Peter Slater, Ltd., last August, requesting hiring rates, he explained that he was thinking of going into business on his own and wanted information. Cluderay said he applied for a job with the company the following month to keep on good terms in case he wanted to hire vehicles.

Driver Frank Craven, Bradford, said he was employed by Bulk Liquid Transport for 10 weeks in 1957. After being put on the Billingham-Grimsby run, he told both Hickson and Jennings that it was a "lunatic" journey—280 miles, plus loading, unloading and meal breaks in 12 hours was impossible, even at speeds of up to 44 m.p.h.

Of 14 record sheets he completed showing 11 hours' driving time, all were false. The sheets were checked by Kershaw, Jennings or Burkenshaw, and were handed back for alteration if they did not conform to the law .

Questioned by Mr. Lawton, he said he knew two of the company's drivers were regularly doing the trip in 12 hours, but he contended that it could not be done safely or lawfully. Instructions from company officials were to rest at Billingham and Grimsby, but during that time he was still with the vehicle.

The case continues.

Fight for Rural Bus Relief, Urges M.P.

UNLESS there is some relief for rural bus operators in the Budget, country people should form an organization to bring pressure to bear on the Government. This suggestion by Mr. R. Speir, M.P., was warmly welcomed at Newcastle, last week, by the Northumberland Rural Community Council and the Northumberland Association of Parish Councils, who had called a conference to discuss the deterioration of rural bus services.

Mr. Speir said he had been flabbergasted by the Treasury suggestion that the answer to the problem was to raise living standards in the country so that people could provide their own transport. The Chancellor of the Exchequer had told him that he was very familiar with the difficulties, but he could not anticipate his Budget decisions.

Mr. Speir urged the conference to fight if their pleas were again ignored. He suggested action on a national basis, with a rural transport defence organization, to bring the matter home to the Government.

The conference unanimously passed a resolution urging the Government to reduce taxation on country bus services and to set up an inter-departmental committee to investigate the long-term needs of rural transport.

Mr. W. Owen, M.P., also attended the conference, which was presided over by Viscount Ridley.

DUTCH COACH WITH BAR EXPECTED AT RALLY

ABOUT 60 British and Continental coaches will take part in the British Coach Rally on April 18 and 19. One possible Dutch entry is a super-luxury vehicle for long-range tours which has a bar, toilet, full air-conditioning and aircraft-type seating.

Another foreign entry, received from the Deutsche Touring G.m.b.H., Frankfurt, on Monday, is a Kässbohrer 40-seater with Henschel 125 b.h.p. engine.

The programme will be as follows: Saturday morning—coaches travel from Victoria Coach Station, London, to Brighton. Afternoon—driving tests on Madeira Drive, Brighton. Evening—reception by the Mayor of Brighton, followed by social and dance. Sunday morning—Concours d'Elegance on Madeira Drive. Afternoon—final tests for Coach Driver of the Year and Cape Asbestos trophies.

WIDE BUSES: POLICE VIEW

ALTHOUGH it had seemed impossible for 8-ft.-wide buses to be used on certain routes, experience had shown that careful planning of timetables, plus driver skill, had avoided serious effects upon other road users. This was stated by Supt. H. Gilder, of the traffic department of Essex County Police, when he addressed the Institute of Road Transport Engineers in London yesterday.

B29

Men in the News

MR. C. G. GREEN and MR. A. H. PLEWS have resigned from the board of G. Beaton and Son, Ltd.

MR. H. N. W. D. CARTER, general manager of the Norwich Ford depot of Mann Egerton and Co., Ltd., has been made a local director of the company.

MR. T. MARRIOTT has been appointed manager of the Oxford depot of Kerry's (Great Britain), Ltd. He was previously assistant to the administrative general manager.

MR. K. M. DAVIES has been appointed manager of commercial user sales for the John Bull Rubber Co., Ltd. MR. R. D. BROWN and MR. D. MOORE have become commercial user sales executives.

MR. E. A. BETTELEY has been elected chairman of the Wolverhampton Area of the Traders' Road Transport Association. Vice-chairmen are MR. E. CARTER, MR. A. SMART and MR. K. H. WIDDOWSON, whilst MR. D. TAYLOR is secretary.

MR. J. E. HAMPSON has been appointed a Deputy Secretary to the Ministry of Transport. He will take charge of the inland transport part of the Ministry, succeeding MR. L. J. DUNNETT, who has been appointed Permanent Secretary.

MR. C. D. PAIN, Leicester branch manager of the British Wagon Co., Ltd., has been promoted to the company's southern head office. He will be replaced at Leicester on April 1 by MR. A. W. JAMES, a representative in the area.

MR. W. A. CROSSLAND, for the past five years chief engineer of Smiths Radiomobile, has become head of product research for Smiths Motor Accessory Division. MR. H. M. MELLOR is joining Smiths Radiomobile as engineering and service manager.

MR. J. C. GREGORY, transport manager of Bristol Aircraft, Ltd., has become works services manager with wider responsibilities. MR. P. ALDEN has been appointed transport controller, in charge of day to day internal and external transport.

MR. J. G. DAWSON has been appointed director of engineering for F. Perkins, Ltd., and MR. GEOFFREY SMITH is now director of production. Mr. Dawson is general manager of the company's engineering division and a director of Perkins Outboard Marine, Ltd. Mr. Smith has been the managing director's personal assistant since he joined Perkins in 1957.

MR. D. W. HAWKINS, a former director and general manager of Dunlop Plantations, Ltd., has been appointed to the main board of the Dunlop Rubber Co., Ltd. He joined the company in 1927 and was at one time chairman and managing director of Dunlop Malayan Estates, Ltd. Since February, 1958, he has controlled Dunlop's materials supply division.

B30

MR. A. A. BILLS has succeeded MR. BERNARD DAVIES as secretary of the Motor Accessories Manufacturers' Association. Mr. Davies has resigned.

DR. W. I. PUMPHREY, manager of the research department of Murex Welding Processes, Ltd., has been elected to the Court of Governors of Birmingham University as a representative of the Guild of Graduates.

MR. RONALD COX, general manager of Rochdale Passenger Transport Department, will read one of the papers to be presented at the Municipal Passenger Transport Association's conference at Edinburgh from September 21-25.

MR. M. F. BARNARD was last Friday re-elected president of the Mansion House Association on Transport. Other officers were re-elected. MR. J. W. BANNARD was elected a vice-president and MR. L. A. CASTLETON (The Metal Box Co., Ltd.) and MR. B. V. G. LEWIS (Arthur Guinness Son and Co. (Park Royal), Ltd.) were elected to the council of the Association.

NEW TRANSPORT USERS' COMMITTEE APPOINTED

A NEW Transport Users' Consultative Committee for the London area has been appointed by the Minister of Transport to serve until February 28, 1962. The chairman is Mr. L. G. Burleigh, and other members are:—

Industry, Mr. F. G. Varcoe and Mr. R. A. McNeile; commerce, Mrs. A. E. O'Connor, Mr. H. T. Parkin, Mr. A. R. Moore and Mr. I. R. Mason; shipping, Mr. H. L. Carey and Mr. D. T. Harrison-Sleap; labour, Mr. A. R. Akers; local authorities, Mr. G. Allison-Beer, Cllr. F. Brown, Ald. W. J. Lipscombe and Ald. E. W. Turner; British Transport Commission, Mr. F. G. Crabb and Mr. G. J. Dickins; additional members, Ald. Mrs. E. H. R. Oldfield and Mrs. D. Robinson; secretary, Mr. G. T. Tippett.

Two members, one for labour and one for local authorities, have yet to be appointed.

SITUATION STILL VACANT

NO recommendation for an appointment to the post of secretary of the Metropolitan and South Eastern Area of the Road Haulage Association is to be made by the committee appointed to choose an incumbent, following the interviewing of short-listed candidates. Mr. George Harris, acting secretary, is to carry on as at present.

LEYLAND DOUBLE EXPORTS

DESPITE trading difficulties, particularly in the home market, Leyland Motors, Ltd., report an overall sales improvement of nearly 15 per cent. so far this year, compared with the corresponding period of 1958. In the export field this year's orders have doubled, and there has been a 20 per cent. increase in home contracts from municipal and private bus operators.

STANDARD 3-TONNER

THE Secretary of State for War said in the House of Commons last week that the Army were providing a standard 3-ton chassis on which eight different types of body could be built, according to need.

"B.T.C. Losses a Menace to C-licensees"

THE greatest menace to the C-licensee's freedom is the financial position of the British Transport Commission, according to Mr. C. E. Jordan, chairman of the West Midland Division of the Traders' Road Transport Association. He pointed out to Coventry members, last week, that the B.T.C. lost £84m. last year, and no Government could view such a deficit with indifference. It was unlikely that the B.T.C. would break even in the near future.

Discussing the "Kerb Space is Precious" campaign, Mr. Jordan said its progress would be reviewed in London next month. If the campaign did not succeed loading and unloading restrictions would undoubtedly follow.

Mr. Jordan added that T.R.T.A. membership in the West Midlands was good, but he hoped that an assistant secretary would soon be appointed to help recruitment.

TRANSPORT SCHOLARSHIP IS WORTH £500

APPLICATIONS are being invited for a Rees Jeffreys Studentship, tenable at the London School of Economics, which provides a year's full-time research into the economics of transport. Anyone engaged in the administration of transport or in the production of transport equipment or facilities may apply.

The value of the scholarship is £500, and it will be tenable from October 1 for a year, although it may be renewed for a second year.

The object of the grant is to promote research "into the economics and means of transport with a view to securing balanced development of the various forms of transport and the progressive lowering of charges."

EASING CONGESTION

A MILE-LONG relief road, which will ease congestion at Newbury, Berks, was opened on Monday by the Earl of Gosford. The £126,000 road runs east to west and is the first of two relief roads —the other, not yet started, will run from north to south.

Newbury lies on the A4 Bath road at the point where it is crossed by the A34 Winchester-Oxford-Preston trunk road. During the summer there are often three-mile queues of vehicles waiting to get into Oxford Street, which carries traffic from both trunk roads. Now, traffic from London to the west will turn right before reaching the centre of Newbury.

MORE V.H.F. SPACE

TWICE as many channels for mobile V.H.F. radio will be available for private services as from June 1. This follows approval by the Postmaster-General of recommendations by the Mobile Radio Committee. The latest equipment needs a narrower bandwidth than earlier sets, so that more users can be accommodated within a given frequency range.



Mobile Publicity of Nigeria, Ltd., Lagos, Nigeria, operate this Land-Rover with bodywork by Glover, Webb and Liversidge, Ltd. There is a collapsible stage for demonstrations, and a public-address system tuned to be audible at 300 yd. The vehicle is used by two African commentators, a driver and a salesman to stimulate demands for consumer goods in parts of Nigeria where few people can read.

Two Appeals Fail: No Cuts for Crosville

TWO appeals, one by Llandudno and Colwyn Bay Electric Railway, Ltd., and the other by George Ewer and Co., Ltd., have been dismissed by the Minister of Transport.

The Llandudno company appealed against the North Western Traffic Commissioners' refusal to confirm their proposal to reduce the winter frequencies of stage services operated by Crosville Motor Services, Ltd., between Llandudno and Rhyl and Penmaen Head and Denbigh. The case was bitterly fought. The Minister says that the appellants failed to establish that the reduction of frequency would be in the public interest.

George Ewer appealed against the Metropolitan Traffic Commissioner's decision to grant two new picking-up points to W. King and Sons, Ltd., on excursions and tours from North London coach station, and on express services to Southend-on-Sea, Ramsgate and Brighton, also from North London coach station. The Minister says that, in the absence of more conclusive evidence, there is no reason to believe that abstraction of traffic from Ewer's would be other than "negligible."

BRIDGE PROJECTS ARE BEING CO-ORDINATED, M.P.s TOLD

THE date for beginning work on the Severn bridge was linked with progress on the Forth bridge, as the two projects were being co-ordinated, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said in the House of Commons last week. It was hoped to publish a draft order concerning the building of approach roads for the Severn bridge this year. Objections would then have to be considered.

Regulations would soon be laid down to standardize road markings. Some local authorities had painted markings which were not standard practice. Markings would be explained in the new issue of the Highway Code.

The Ministry and the Royal Society for the Prevention of Accidents were to launch a road-safety campaign under the title of "Be a Better Driver."

During the 12 years ended April, 1958, the cost of operating driving tests came to £5m., whilst revenue from test fees was £4.2m.

SCOTCH SCOTCH

FOLLOWING months of rumour, A.A. Motor Services, Ltd., Ayr, have taken steps to scotch reports that they are to be taken over by the Western S.M.T. Co., Ltd. Staff have been instructed to deny such tales. "No approaches have been made by either side," an A.A. spokesman said last week.

Hauliers Complain: C-licensee Fined

COMPLAINTS by Peterborough hauliers resulted in a C-licensee being fined £10 at Whittlesey, Cambs, on Monday, for undertaking haulage work. He was Thomas Gale, Coronation Avenue, Whittlesey, who pleaded guilty to 10 offences.

Mr. S. J. Green, prosecuting for the Eastern Licensing Authority, said that between October 20 and November 3, last year, Gale carried sugar beet for a neighbouring farmer to the British Sugar Corporation's factory at Peterborough. Other hauliers complained that this was unfair competition, and Gale was interviewed. He explained that he thought he was covered by his brother's A licence—they traded together as Gale Bros.

Mr. R. Laxton, defending, pointed out that at the time Gale had little knowledge of the licensing regulations, but he now realized he had done wrong and had put his house in order. The offences should be treated as technical breaches of the regulations.

Gale was fined £1 on each charge.

FORTHCOMING EVENTS

April 18-19.—British Coach Rally, Brighton.
May 12-13.—National Association of Furniture Warehousemen and Removers' Conference, Eastbourne.
May 12-14.—Public Transport Association Conference, Folkestone.
May 14.—British Association of Overseas Furniture Removers' Conference, Eastbourne.
May 24-30.—International Union of Public Transport Congress, Paris.
May 29-31.—Institute of Traffic Administration Conference, Southampton.
June 9-12.—Public Cleansing Conference, Brighton.
June 16-25.—Institute of Transport Visit to Copenhagen.
July 7-10.—Royal Show, Oxford.
September 17-27.—Frankfurt Show.
September 20.—Lorry Driver of the Year Competition Final, Baginton.
September 21-25.—Municipal Passenger Transport Association Conference, Edinburgh.
October 12.—Passenger Vehicle Operators' Association Annual Dinner, Blackpool.
October 21-31.—Motor Show, Earls Court, London.
October 26-28.—Road Haulage Association Conference, Bournemouth.
October 27-30.—Dairy Show, Olympia, London.
November 9.—Institute of Road Transport Engineers' Annual Dinner, Piccadilly Hotel, London, W.1.
November 13-21.—Scottish Show, Kelvin Hall, Glasgow.

Coach Company Deny Airport Poaching

AN allegation that the Jersey Motor Transport Co., Ltd., were poaching air passengers from the official coach service at Jersey Airport was heard last week by the Motor Traffic Sub-committee of the Jersey Defence Committee. The complaint was made by Blue Eagle Tours, who demanded that J.M.T. should be barred from using the airport as a terminal.

For Blue Eagle Tours it was stated that since January 1, last year, they had been co-operating with B.E.A. and Jersey Airlines as official coach operators. Even in winter, when operation was uneconomic, every plane had been met, and now the company were investing in a costly terminal for air passengers at St. Helier.

They did not mind J.M.T. running a service, but they objected to the fact that the J.M.T. timetable advertised reduced rates for air passengers, with luggage carried free.

For J.M.T. it was pointed out that they had been operating between St. Helier and the airport area since 1937, catering for airport workers and people visiting the terminal. The committee decided that it would not be in the public interest to bar J.M.T. from the airport, but they stated that it was unfair for J.M.T. to advertise in such a way that air passengers thought they were the official operators.

JERSEY OPERATORS WANT LONGER BUSES

A PLEA for longer buses to be permitted in Jersey was made last week by the Jersey Motor Transport Co., Ltd. Maj. F. H. Blakeway, general manager, asked the Motor Traffic Sub-committee of the Jersey Defence Committee to allow the company to operate 10 new vehicles which were 23 ft. 6 in. long—1 ft. 6 in. above the maximum permitted at present.

The sub-committee decided to seek the views of the St. Helier Traffic Advisory Committee before reaching a decision. They had been told that if the longer buses were allowed it might mean that the operation of duplicates would sometimes be unnecessary.

831

Fourth Adjournment for Figures

THE apathy of hauliers who failed properly to prepare renewal applications for valuable A licences was criticized by the South Wales Licensing Authority, Mr. Idris Owen, at Wrexham, last week.

Told on behalf of J. Williams and Sons, Mold, who were applying for the continuation of a two-vehicle A licence, with modification, that the applicant had forgotten to bring his figures, Mr. Owen said he did not believe such obvious excuses. This was the third time the application had been listed. As long ago as December Mr. Williams was told that certified figures would be required, and was advised to seek legal assistance regarding his proposed normal user, "general goods, as required."

Granting a further adjournment, Mr. Owen warned Mr. Williams that if he appeared again without properly certified figures, the renewal would be refused.

Mr. Owen was deputizing for the North Western Licensing Authority.

£120,000 CHASSIS ORDER FROM HONG KONG

THE 50 Daimler double-deck bus chassis which are to be supplied to the Kowloon Motor Bus Co., Hong Kong, will cost £120,000 (*The Commercial Motor*, last week). The chassis will be basically similar to 215 others already delivered to Kowloon, but they will have the new glass-fibre front structure, comprising semi-full fronted type radiator shell and grille, front wings and bonnet top and sides.

The chassis will be fitted with fluid flywheel transmission coupled with preselector gearboxes. Braking will be by means of triple servo units. The 16-ft. 4-in. wheelbase chassis are designed to accommodate a double-deck body 7 ft. 6 in. wide, with a drop frame extension at the rear.

HAULIERS MUST PAY £93 RENT

A MORECAMBE haulage company, K. and L. Transport, Ltd., were last week ordered to pay £93 10s. garage fees to Mrs. Elizabeth Yates, proprietor of West Coast Motors, Morecambe. It was stated at Lancaster County Court that two heavy long-distance lorries belonging to K. and L. were garaged by West Coast Motors from January, 1956, until May, 1957, at an agreed rental of £100 a year. After payment of £50 up to July, 1956, no further rent was paid by the hauliers.

K. and L. were not represented in court.

LONDON FARE FREEZE?

THE Transport Tribunal on Monday concluded the hearing of the British Transport Commission's application for power to raise charges. They were told that if the Commission introduced the new proposed maximum rates it might be possible to stabilize fares in London for three years.

The scheme, said Mr. E. S. Fay, Q.C., would produce a surplus of £4.7m., or rather less than 6 per cent. on a turnover of £80m.

NEW TRANSPORT COMPANIES

T. W. Roderick and Co., Ltd. Cap. £1,000. Dir.: Thomas W. Roderick. Bryn Elen, Station Road, Abercrave, Swansea. Sec.: Frances J. Roderick. Reg. office: Bryn Elen, Station Road, Abercrave.

Lawrance Haulage, Ltd. Cap. £1,000. Dirs.: Frank J. Lawrance and Mrs. Annie E. Lawrance. Marylands, Rock, Washington, Sussex. Sec.: Annie E. Lawrance. Reg. office: 23 Warwick Street, Worthing.

Vehicle Deliveries, Ltd. Cap. £100. Dirs.: Richard W. Jones and Margret A. Jones, 3 Stanhope Road, London, N.6. Sec.: Margret A. Jones. Reg. office: 1575 Bristol Road South, Birmingham.

Derek Row and Sons, Ltd. Cap. £10,000. Dir.: Edward D. J. Row, 33 Trevenner Lane, Marazion, Cornwall. Sec.: Rosina M. Row. Reg. office: Savings Bank Buildings, Helston.

Tottenham Towing Services, Ltd. Cap. £100. Dir.: Rowland A. A. Lewis, 145 Bridgewater Road, Wembley, Middx.

W. Thompson (Haulage), Ltd. Cap. £1,000. Dirs.: William Thompson and Sarah K. Thompson, 9 Park View Estate, Crowle, near Scunthorpe. Sec.: Sarah K. Thompson. Reg. office: 45 North Street, Crowle, near Scunthorpe.

Cowburn Brothers, Ltd. Cap. £5,000. Dirs.: Arnold D. Cowburn, Bond House Farm, Liverpool Old Road, Hoole, near Preston, and Stanley C. Cowburn, Dene Holme, Liverpool Road, Penwortham. Sec.: S. C. Cowburn. Reg. office: Bond House Farm, Liverpool Old Road, Hoole.

Yeoman Haulage and Demolition, Ltd. Cap. £1,092. Dirs.: John G. Morris and Mrs. Heather M. Morris, 15 Pine Grove, Bearsted, Kent. Sec.: Heather M. Morris. Reg. office: 15 Pine Grove, Bearsted.

Belvedere (M.L.) Transport, Ltd. Cap. £100. Subs.: Stanley H. Pierce, 732 Kenton Lane, Harrow Weald, Middx, and Harold E. Fletcher, Pine Ridge, Greystoke Park, Sundridge, Sevenoaks.

Task Haulage, Ltd. Cap. £100. Dirs.: William E. Bennett and Louisa E. Bennett, 10 Wynchgate, East Lane, South Harrow.

Campden Investments, Ltd. Cap. £5,000. Subs.: Miss Millicent J. Green, 38 Campden Street, London, W.8, and Mrs. Barbara H. Locker Lampson, 64 Cranmer Court, Sloane Avenue, London, S.W.3. Sec.: Gordon T. Hills.

Another Private Bus Concern Taken Over

AFTER 32 years' independent operation, Hart's Services and Tours, Budleigh Salterton, Devon, will next Sunday become a subsidiary of the British Electric Traction Co., Ltd., when Greenslades' Tours, Ltd., take over the business.

Founded in 1927 by the late Mr. W. A. Hart, who ran a 14-seater, the concern now has a single-deck bus and seven coaches. Mrs. Hart has been running the business for 21 years and now wishes to retire.

NEW B LICENCE GRANTED FOR LIME SPREADING

A NEW B licence covering three vehicles was granted by Mr. W. F. Quin, Scottish Licensing Authority, to Mr. Ian Russell, Lochwinnoch, last week. Mr. Russell said he wanted to give a complete lime and fertilizer spreading service to farmers, collecting lime and fertilizer from the production plants and spreading them on fields. This would eliminate double-handling, which at present had a detrimental effect on the materials.

He produced figures to show that in the past nine months he had earned £6,097 from C-hire haulage and £3,899 for spreading. In that period he had carried 6,609 tons of lime and 1,358 tons of slag.

Mr. Quin stipulated "agricultural limes and fertilizers within 40 miles of base, with an extension to Blencowe, Penrith, a source of production," all subject to the surrender of the C-hire licence.

Two Days' Offences Cost £70 Fines

OFFENCES committed in two days resulted in £70 fines being imposed on a haulier and driver at Staple Hill, Glos, last week. The haulier, John H. Watts, Warmley, was fined £50 with £5 5s. costs, when he admitted failing to ensure that a driver kept records, allowing the man to drive for more than 11 hours in 24, letting him drive without 10 hours' rest in 24, and twice permitting him to drive for more than 5½ hours at a stretch.

The driver admitted committing the offences and was fined £20, with two months to pay.

Mr. P. J. Farr, defending, pointed out that the offences were committed over a period of only two days. The inspector who examined the records was so impressed by those made out by the driver concerned that he suggested other drivers should see them.

"FREE TRANSPORT" PLEA AGAIN REJECTED

THERE is no early prospect of road transport being denationalized in Northern Ireland, Lord Glentoran, Minister of Commerce, told the Ulster Commons last week. He had been asked when he proposed to free road transport as promised in 1956.

Lord Glentoran said that in 1956 he indicated that there would be denationalization in favourable circumstances, but he did not see any prospect of those favourable circumstances arising in the near future. He hoped, however, that the 1958 Transport Act, which instructed the Ulster Transport Authority to secure a financially sound transport system, would allow the question of denationalization to be considered again when the U.T.A. was paying.

Lord Glentoran was severely attacked by his own party the previous week for not bringing about denationalization of road transport (*The Commercial Motor*, March 13).

NEW VOLVO ON TRIAL

TWO prototypes of the new cross-country Volvo L2304 are to make a 19,000-mile testing journey from Gothenburg to Cape Town. The aim is to discover whether the vehicle is suitable for the Swedish company's export programme, particularly in Africa. Four Volvo experts will make the trip.

FORD £5.3m. ARGENTINE PLAN

SPEAKING in Buenos Aires on Monday, Mr. Henry Ford II, president of the Ford Motor Co., said he had submitted plans to the Argentine Government for a £5,357,000 project to manufacture lorries in Argentina. An assembly plant is already in operation.

MORRIS STRIKE CONTINUES

MORE than 1,000 employees of Morris Commercial Cars, Ltd., Adderley Park, Birmingham, were still idle this week as a result of a strike by 32 maintenance electricians. The stoppage is now in its fifth week.

Four Coach Partners Pay Court £89

DECISION was given at Bilston, on Tuesday, in a court case described by Mr. W. T. A. Matthews, for the West Midland Traffic Commissioners, as the longest and most complicated he had ever dealt with. It concerned Hazeldine Hire Services, Walsall Street, Bilston, who were found guilty of four charges of picking up passengers at unauthorized points (*The Commercial Motor*, February 27).

Mr. Kenneth Wood, South Staffordshire Stipendiary Magistrate, decided that he could not deal with a summons alleging that they had permitted a man to drive without 10 consecutive hours' rest on June 27, as the offence would have been committed at Blackpool.

Mr. Matthews had alleged that Douglas Lloyd had worked at a British Road Services depot before reporting for duty with the coach concern. He contended that time spent loading and unloading B.R.S. vehicles should be counted as driving time. In his judgment, Mr. Wood agreed.

Joseph Wilfred Hazeldine was fined £4 on each of the four licence offences, with £10 10s. 6d. costs, £8 with £7 2s. 6d. costs for letting Lloyd drive without enough rest on June 22, and £1 on each of two similar summonses concerning June 14 and 28. Similar fines were imposed on his brother, Cyril Hazeldine.

Another brother, Leonard James Hazeldine, and their father, Noah, were granted absolute discharges on payment of costs totalling £2 for the licence offences and the June 22 hours summons. The summonses against them concerning June 14 and 28 were dismissed.

Lloyd was fined a total of £16.

EAST KENT NOT TO JOIN COMMITTEE

IN the view of the East Kent Road Car Co., Ltd., no useful purpose would be served by their becoming members of a proposed consultative committee to be set up by local authorities in their area. It had been suggested that such a committee would consider proposals for variations in bus services and fares, and make recommendations to the Minister of Transport regarding the appointment of Traffic Commissioners.

Stating their position, East Kent told Deal Town Council that such a consultative body would constitute a further difficulty in obtaining the quickest possible implementation of applications.

VEHICLE TESTING IN SUMMER?

THE testing scheme for vehicles more than 10 years old is due to come into operation by the middle of the summer. Reporting to the House of Commons on Tuesday, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said that up to the end of February 8,800 garages had been inspected, 3,900 had been found suitable to operate the scheme, 240 had been rejected and about 5,000 would be inspected again. It was expected that more than 2m. vehicles would be affected.

User Ignored, But No Revocation Inquiry

ALTHOUGH the normal user of an A licence held by Mr. W. T. Deakin had been almost completely disregarded, the West Midland Licensing Authority announced last week that he did not intend to take steps to revoke the licence. In a reserved decision on Mr. Deakin's application for a new A licence in place of the existing one, Mr. W. P. James said he would make a conditional grant.

Mr. Deakin had asked for a 3¼-ton vehicle for "furniture, household removals, television and radio sets, electrical goods, wire and wire goods, parcels and general goods, within 200 miles and to Glasgow, with occasional longer distances." In return he would surrender a 3-ton lorry engaged on "furniture, Coventry and district, Northampton and district, and Birmingham and district."

Mr. James said in his decision that some credit must be given to Mr. Deakin for trying to put his house in order before the licence expired, but this could not purge his offence. However, revocation would be too severe a punishment and it had been decided not to inflict any penalty, bearing in mind that Mr. Deakin had appeared genuinely concerned about the matter.

The application as made must be refused, but Mr. James considered the evidence warranted an extension to the existing user. He suggested "furniture, excluding household removals, Coventry and district, Northampton and district and Birmingham and district, also furniture for the Sydenham Cabinet Co. as required."

NEW R.H.A. ELECTIONS

FIVE sub-areas of the Southern Area of the Road Haulage Association have made the following elections:—

Oxford: Chairman, Mr. G. J. Wilsdon, vice-chairman, Mr. L. R. Robson; honorary secretary, Mr. F. B. Morse. **Reading:** Chairman, Mr. J. H. H. Fisher; vice-chairman, Mr. W. G. Cook. **South Bucks:** Chairman, Mr. S. G. Dean; vice-chairman, Mr. P. N. Janes. **Bletchley:** Chairman, Mr. A. J. Forster; vice-chairman, Mr. E. H. Littledale. **Dorset and West Hants:** Chairman, Mr. L. W. Frampton; vice-chairman, Mr. P. J. Kerle.

The Association's bulk liquids functional group on Tuesday re-elected their principal officers. The chairman is Mr. A. Bibby (Thos. Allen, Ltd.), and the vice-chairmen are Mr. G. le M. Gosselin (Tyburn Road Tank Services, Ltd.) and Mr. H. Robinson (Smith and Robinson (Leeds), Ltd.).

TRUNK ROAD IMPROVEMENT

WORK is to start shortly on the improvement of a section of the A48 London-Fishguard trunk road, between Llanbedr and Penhow, a distance of nearly two miles. The £220,000 project will cut out a series of bottlenecks, giving a continuous three-lane carriageway.

Three Big Operators Lose Appeals

APPEALS by Maidstone and District Motor Services, Ltd., London Transport and the Eastern National Omnibus Co., Ltd., against decisions of the Metropolitan Traffic Commissioner have failed, it was announced on Wednesday.

All three appealed against the grant to Mr. F. R. Harris (Harris's Coaches) of excursions and tours from Corringham and an additional picking-up point at Chadwell St. Mary on express services from Corringham to Eastbourne, Worthing and Ramsgate, and on excursions and tours from Corringham. In addition, Eastern National appealed against the Commissioner's refusal to allow them to pick up at Chadwell St. Mary and Tilbury on express services from Southend-on-Sea to six resorts on the south coast.

The Minister says that a picking-up point at Chadwell St. Mary for Mr. Harris is now justified; he had the best claim to the traffic from this point and the grant would not cause such abstraction of traffic from the other operators as to outweigh the benefit to passengers wishing to join services at Chadwell St. Mary.

Eastern National failed to establish their case for picking up at Chadwell St. Mary and Tilbury, and to grant these points would cause undesirable abstraction from the services of Mr. Harris and Maidstone and District.

INSOLVENT, HE BOUGHT "EXOTIC" CAR

A CLEARING house operator admitted at Walsall Bankruptcy Court on Tuesday that running big cars for his own purposes had contributed to the failure of his business. He was Geoffrey Ward, Walsall, who agreed that in 11 months he bought four cars, trading in each one as part exchange for the next.

Mr. J. F. O'Reilly, Assistant Official Receiver, described the final car as "very exotic." It cost £1,295 and was bought by Ward when he was already aware of his insolvency—only 15 days before a receiving order was made.

Ward agreed that on car transactions a final balance would show a loss of nearly £1,000. He admitted an estimated deficiency of nearly £4,000 on the clearing house, which he started up in May, 1957. Last year he sold it for £1,250, but by then creditors had obtained judgment for £2,000.

The hearing was adjourned for further inquiries and examination.

FIRST-AID ON MOTORWAYS

THE first of the Automobile Association's fleet of radio-controlled motorway breakdown vehicles went into service this week on Preston by-pass. It is a Ford Escort carrying over 100 items of equipment, ranging from powerful jacks to cans of petrol and water, "booster" batteries, a first-aid outfit, fire extinguishers, bottles of compressed air for rapid tyre inflation, and a nylon towing rope.

c1

Bus Inquiry Brings Injunction Threat

AFTER the threat of an application for an injunction, Portsmouth City Council decided last week to appoint Harold Whitehead and Partners, Ltd., to investigate the question whether oil-engined buses should replace the municipal trolleybuses.

The transport committee had recommended the appointment of Associated Industrial Consultants, Ltd., to do the work at a cost of £9,500. Cllr. R. A. Bridger said he had taken counsel's opinion on the committee's recommendation.

He was advised that the council should not engage Associated Industrial Consultants to make the survey set out in their proposals, because it was not the work required and authorized by the terms of reference. If the council agreed to the appointment of that concern an application would be made for an injunction.

Some members thought the company had pre-judged the question, although A.I.C. said in a letter that certain conclusions which they had reached were based on information provided by council officials.

Harold Whitehead estimated that to make a report on the future of the trolleybuses and examine the joint agreement between the corporation and Southdown Motor Services, Ltd., would cost £2,520. A further fee of £2,520 would be required to report on the setting up of a system of cost control.

PUBLIC NOT READY FOR SMOKING BAN

PUBLIC opinion was not yet ready to accept the abolition of smoking on single-deck buses, where smokers were requested to sit at the rear, Dr. L. G. Norman, chief medical officer of London Transport, said last week.

Addressing the Royal Society of Health, he said there was little evidence that a smoker's fumes could harm his neighbours' health, although bus conductors sometimes had bouts of coughing caused by smoke on the upper deck of a bus. Any tendency towards bronchitis was probably aggravated by a smoke-laden atmosphere.

He described the exhaust fumes from London buses as a negligible cause of air pollution.

HORSES REDEEM THEMSELVES

ONLY horsed trams made a profit for Douglas Transport Department in the past financial year, and a loss of £9,945 has to be met out of the rates. Total revenue was £107,045, against an estimate of £126,000. Motorbuses cost £94,010 to run and income was £84,420. The horsed trams made a profit of £1,645.

It is expected that the pattern will be repeated this year, with the buses losing £11,100 and the trams making £5,760, leaving a net deficit of £5,340, to cover which there are no reserves.

c2

Bus Ticket Lottery Would be Illegal

A BUS ticket lottery which gained the approval of Barrow-in-Furness Town Council has now been rejected on legal grounds. Mr. M. T. Lord, transport department general manager, put forward the idea of giving away Premium Bonds for lucky number tickets, but council have decided that the scheme would be illegal.

He thought it would get rid of some of the town's litter, cut costs, popularize bus travel, and make ticket advertising an attractive proposition. He proposed that a Premium Bond prize should be given away each week.

£3,000 SUBSIDY FOR B.M.M.O. PROPOSED

AN annual subsidy of £3,000 will be paid by British Railways to the Birmingham and Midland Motor Omnibus Co., Ltd., if plans for withdrawing passenger train services between Leamington and Rugby are approved. Thirty-nine passenger trains make the 15-mile journey each week but they carry an average of only 19 passengers. The cost is £16,000 a year, whereas receipts total only £4,600.

Midland Red already operate between Leamington and Rugby, but if the withdrawals are approved their services will be increased. The railways estimate that they should save £11,000 a year by the change.

The West Midland Transport Users' Consultative Committee have examined the proposals and sent their views to the central committee in London, who may approach the Minister of Transport.

TROLLEYBUSES TO END

TROLLEYBUSES at Hastings will make their last journeys on May 31 and will be replaced by oil-engined buses next day. Full details of the conversion scheme were given in *The Commercial Motor* on March 6.

Nationalizers Should See Psychiatrist

"WHAT sort of a man is it who would want to inflict on the national economy, by creating a State monopoly of road haulage, another burden of waste and inflationary inefficiency like that represented by the existing nationalized monopolies?" asked Mr. R. N. Ingram, national chairman of the Road Haulage Association, at the South Yorkshire Area's annual dinner at Sheffield on Tuesday.

"If he is not a madman, he must be either wicked or irresponsible. The conclusion might be that anyone who cannot fail to see all the squandering of the nation's resources that goes on in the nationalized industries, and yet can still say road haulage must be a candidate for nationalization because it is a waste of national resources, must be gripped by an obsession so overriding that only a psychiatrist would offer hope to him—and to the community."

Mr. Ingram said a sharp contrast between the advantages of the present situation in road haulage and the disadvantages of a nationalized monopoly had just been provided by a report on the internal affairs of one of the State-owned air corporations. The report suggested that the undertaking carried grossly inflated overheads and suffered from low productivity of nearly every possible kind.

OLD TRAM ROUTE GOES

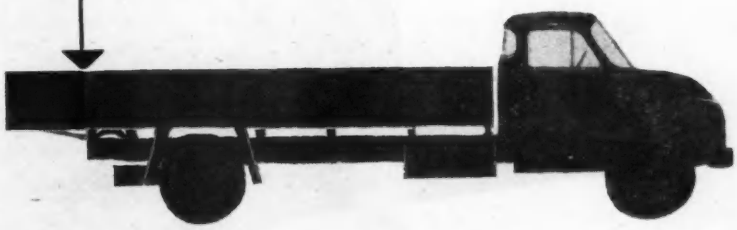
WHAT is claimed to have been the first overhead-wire tram system in Britain, the Briggate-Moortown route in Leeds, is to be abandoned by the middle of next month. Leeds Transport Department have successfully applied to the Yorkshire Traffic Commissioners to introduce motor-buses.

The Middleton and Hunslet routes are also to be converted.



Wadham Bros. (Coachbuilders), Ltd., Waterlooville, Hants, evolved a new design of ambulance for the Morris J2 chassis when two were ordered by Portsmouth Corporation. The body is all metal, with exterior panelling partly in stucco-finished aluminium and either nine sitting, or three sitting and one stretcher-case patients can be carried. The ambulance has a basic cost under £1,000.

A new model enters the Bedford range



FOR FULL STORY SEE OVERLEAF

c3

2 feet longer for bulky loads



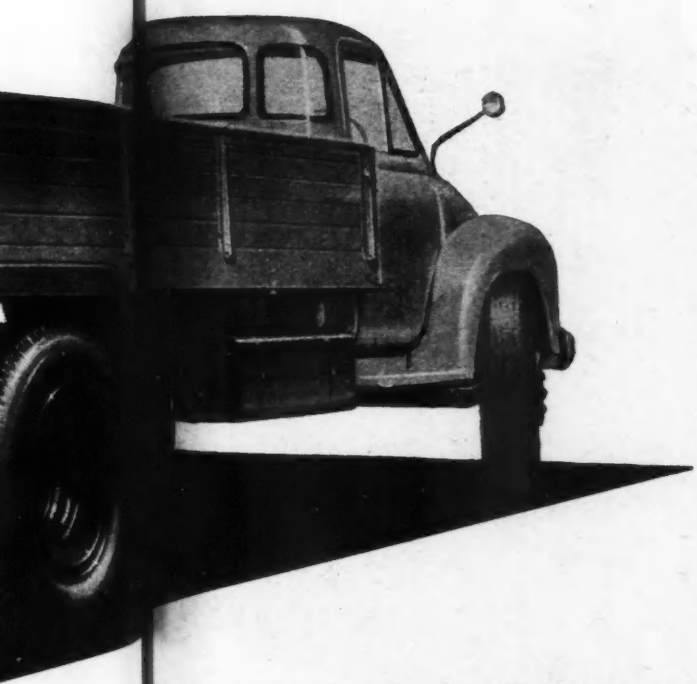
Diesel Lorry £1150 (plus £222.14.11 P.T.) with drop-sided body and Bedford 6-cylinder diesel engine. Also available with 300 cu. in. Bedford petrol engine – £1,030 (plus £192.14.11 P.T.)

Better for bulky loads . . . bette

Vauxhall Motors Limited · Luton · Beds.

c4

New Bedford 5-tonner with 16 ft. body



A new model enters the Bedford range—a 5-tonner with a 16 ft. body giving 2 extra feet and 15% extra loadspace over conventional 14 ft. bodies. Here's extra space to carry bulky middleweight loads from sacked coke to timber, right up to the full load capacity of the truck. Study the features of the new 5-ton Bedford with the 16 ft. body carefully . . . they may well mean extra earning power for you.

- 15% extra loadspace with new 179" extra-long wheelbase and new 16 ft. extra-long body.
- Full 5-ton capacity. Max gross vehicle weight 8 tons 0¾ cwt. (18,000 lb.).
- 10" deep, flat top frame.
- 7.50 x 20, 10-ply tyres as standard with 8.25 x 20, 12-ply tyres optional at extra cost.
- "New look" Bedford normal control design . . . unsurpassed visibility, new low-loading line and low cab step-in height.

better for value . . .

Better buy Bedford

C5

THIS EXCLUSIVE 'STEEL CLAW' TREAD

gives your own smooth tyres **extra grip - extra safety** all the year round!



YOUR TYRES WERE MADE TO LAST LONGER THAN THE TREAD - MAKE SURE THE RETREAD IS ON YOUR OWN ROAD-TESTED TYRE

WYRESOLES

Coils of spring steel wire, embedded and vulcanised into the tread, produce thousands of steel claws that grip the road, giving increased roadholding, improved braking, greater anti-skid properties and resistance to flints and nails.

Feel safer—be safer—on "WYRESOLES"

A PRODUCT OF **TYRESOLES** THE RETREADING SPECIALISTS

Over 50 Tyresoles Works and Depots give rapid service to Transport Operators.

TYRESOLES LTD., PALACE OF ENGINEERING, WEMBLEY, MIDDX. Tel: WEMbley 1222 (10 lines)

c6

Ribble Seek £175,000 Additional Revenue : Cannot Serve Capital

IN an attempt to raise £175,000 additional revenue, Ribble Motor Services, Ltd., and their associated companies applied at a joint sitting of the Traffic Commissioners at Morecambe last week for permission to increase their fares. Mr. F. Williamson, chairman of the North Western Traffic Commissioners, sat with Mr. J. A. T. Hanlon, of the Northern Area, and Maj. F. S. Eastwood, of the Yorkshire Area.

Mr. F. D. Walker, for Ribble, explained that in general fares of less than 7d. single would not be increased, whilst the cost of a return journey for travel between stages of 7d.-1s. 1d. single would be subject to a 1d. maximum advance. Express fares were to be raised in relation to the length of the journey on the basis of 3d. per 5s. Contract ticket holders' rates were proposed to be increased pro rata.

On no occasion during the four financial years ended March 31, 1958, had there been a sufficient profit, after taxation, to serve the company's capital and provide for the replacing of wasting assets. The difference in the amount which the company had been able to set aside and the sum which should have been provided for the replacement of vehicles alone was £278,773. As this would have been subject to tax, the gross amount of the shortfall would have been £510,207.

In addition, provision had to be made for the expansion and improvement of garages and new bus stations in keeping with modern standards. The industry had been hit hard by the 1958 Budget, which had raised from 3 per cent. to 10 per cent. the amount of profits tax payable, thus increasing the difficulty of setting aside badly needed reserves.

Mr. H. Bottomley, general manager, said that from October 25, 1958, there had been a wages increase which had added £110,000 a year to costs. To this had to be added a £28,000 rise in National Insurance contributions. The last time that Ribble fares had come under review had been in 1957.

Decision was reserved.

The North Western Road Car Co., Ltd., will next month seek fare increases designed to yield £40,000 in a full year. The wage award is costing them £60,000 a year.

It is proposed that single fares up to 5d. should remain unchanged, whilst some fares of 6d. and over should be increased by 1d. In some cases, however, the revisions would result in 1d. reductions. Three classes of returns would be affected —ordinary, business and specified workmen's. Some up to 2s. would go up by 1d. and some over 2s. would be increased by 2d.

The company will request that returns should be abolished if they work out at double or more than double the single fare.

Bristol Joint Transport Committee are discussing the efforts of the Bristol Omnibus Co., Ltd., to meet rising costs. Although the pay award cost them £150,000, the company have tried to raise the money through economies rather than fare increases, but now that £18,400 has been added to their annual fuel bill the question of fare increases is again being studied.

£140m. a Year for Road Works

WITH the frosts of winter almost past, the road-building programme promised by the Minister of Transport is geared to enter a new phase of activity in the spring and early summer. Announcing the immediate targets to be achieved in the coming year, in the House of Commons on Tuesday, Mr. Harold Watkinson said that the rate of expenditure on new projects, maintenance and minor works would reach £140m. annually.

A direct contribution towards easing the flow of holiday traffic would result from work on the second half of Maidstone by-pass, due to begin in April, Maidenhead by-pass and Thames bridge (May) and Staines by-pass (midsummer). Other major work would be started in the next few months on the viaducts of the Birmingham-Preston motorway, Doncaster by-pass, Stamford and Stevenage by-passes, and the widening of the Great North Road.

For these schemes, Treasury approval had already been obtained and contracts had been placed. Urban development work was also to be started on an important scale. The Minister expressed the hope that he would shortly be able to authorize the Tyne Tunnel and Blackwall Tunnel schemes, and work on London's Park Lane widening project was due to begin in April.

Other improvements planned included the Hammersmith flyover and the completion of the Cromwell Road extension, as well as the second part of the Birmingham inner ring road.

Minor schemes throughout the country would help to relieve unemployment at a cost of about £2½m. Maintenance and minor works would account for £33m. of Government money and local government contributions would add a further £50m. to the total.

Mr. Watkinson said that the first phase of the attack on the urban problem was well advanced. The Ministry now looked ahead to the next phase. He added a warning that to over-insure or become over-cautious about weather difficulties, sub-soil or planning problems would mean that we would be beaten before we had started. It was the Government's view that local authorities should be encouraged to take their full responsibility in building roads as well as they could as agents of the Ministry.

PROFIT AND LOSS

Brown Brothers, Ltd., £397,791 net profit after £487,069 tax. Year's dividends 15 per cent.

Oxford Transport Trust, Ltd., £23,942 net profit after £18,221 tax. Year's dividends 12 per cent.

Ford Motor Co., Ltd., £13,320,558 group net income after £13,070,000 tax. Year's dividends 9 per cent.

Small and Parkes, Ltd., £72,690 net profit after £74,535 tax. Year's dividends 12½ per cent., including bonus of 2½ per cent.

Northern General Transport Co., Ltd., £453,841 group net profit after £418,571 tax and £335,597 depreciation. Year's dividends 12 per cent.

Transport Development Group, Ltd., £208,580 net profit after £182,563 tax and £193,916 depreciation. Year's dividends 12½ per cent., plus 1 per cent. tax-free distribution out of capital profits.

Micrograms . . .

Station Plans: It is being planned to build a new bus station at Nelson, Lancs.

Yeoman Branch: Yeoman Credit, Ltd., have opened a branch at 11 Eastern Road, Romford, Essex.

Spring Makers Move: Harrison Springs (Hull), Ltd., are moving this month to a new factory at Reservoir Road, Hull.

G.M. Plant in Brazil: General Motors have opened a new plant at San Jose Dos Cavos, Brazil, which will produce 25,000 truck engines per year.

Salvador Agency: Frenkel and Cia., Apartado 63, San Salvador, El Salvador, have been appointed Leyland and Albion agents for the republic.

More Parking Meters: An order enabling St. Marylebone Borough Council to install parking meters for 476 vehicles has been made by the Minister of Transport.

Reading Branch: Credit Finance London, Ltd., have opened a new branch office at 105 London Road, Reading, under the managership of Mr. Graham Warren.

M.A.N. Production: The total vehicle output from the M.A.N. concern was 12.2 per cent. higher in 1958 than in 1957, overall German production having risen by 1.3 per cent.

Yarmouth Single-deckers: Great Yarmouth has ordered six single-deck Albion Nimbus buses, with bodies by Willowbrook. The 31-seaters will supplement a fleet of 63 double-deckers.

81 for Wills: Eighty-one Standard Companions, representing the largest single fleet delivery to the concern, have been supplied to W. D. and H. O. Wills, Ltd., through College Motors, Ltd.

British Wagon Branch: A new Guildford branch was officially opened last week by the British Wagon Co., Ltd. Situated at Prudential Buildings, Epsom Road, Guildford, the office is controlled by Mr. A. Addington.

Railways or Roads? The Railway Conversion League and the Railway Development Association will be on opposing sides at Caxton Hall, on April 14, at a public discussion on the subject "Railways into Roads?"

Matling Continue: Matling, Ltd., Park Lane, Fallings Park, Wolverhampton, deny rumours that they are to discontinue making materials-handling and floor-maintenance equipment. Improved spares and service facilities are being planned.

"Kerb" Discussions: Arrangements for a follow-up to the "Kerb Space is Precious" campaign will be discussed next Monday at the annual meeting of the Birmingham Area of the Traders' Road Transport Association. Birmingham traffic proposals will also be considered.

Wincanton Denial: Wincanton Transport and Engineering Co., Ltd., state that Hutchings Haulage, Four Marks, Hants, are not to merge with Wincanton's Bentley Garage. They have, they say, sold six vehicles to Hutchings Haulage and the Licensing Authority has transferred the licences.

c7



A Guy Invincible forms the basis of this breakdown tender which T.G.B. (Motors), Ltd., Clitheroe, Lancs, have on 24-hour standby. The lifting gear is a Harvey Frost 10-ton unit. Among the wide range of recovery equipment carried is welding apparatus and long wire ropes and slings.

New Express Service Will Help Factory

THE general manager of a clothing company claimed at Glasgow, last week, that for eight years he had carried on a struggle with Scottish Omnibuses, Ltd., in an effort to secure an improved service between Airdrie and Glasgow. He was Mr. Abraham Reuben, of Collins (Juveniles), Ltd., who supported an application by Mr. William Gorman, Coatbridge, for a new express service between the points.

Mr. Reuben said that since last September he had provided a service for his girl employees by hiring a Gorman vehicle, but he wanted the girls to be paying passengers. In 1951 he had visited Scottish Omnibuses at Edinburgh asking for improvements on the route, yet on many occasions girls were still left behind both morning and evening. Each time a complaint was made there was a spasmodic improvement.

Mr. A. Ross, Scottish Omnibuses' assistant traffic manager, replied that he had not been told of the difficulty. He could not understand why Mr. Reuben had not made a further approach to the company if he was not satisfied with the results of his trip to Edinburgh.

Mr. W. F. Quin, chairman of the Scottish Traffic Commissioners, said the application would be granted. No new principle was being established, and applications of this nature would be decided on the evidence.

NEW AIR-COOLED VAN

A NEW type of delivery van, the Montpelier Model 75, has been introduced in the U.S.A. powered by a Hercules V-4 air-cooled 70 b.h.p. petrol engine. It is also available with a comparable water-cooled unit. Other features include one-step entry into the cab with a low floor allowing the driver to stand at full height, and a complete front-end assembly, including engine, clutch, gearbox and front axle, which allows the unit to be removed without great difficulty. The body has a reinforced plastics roof with transluscent panels.

c8

Obituary

WE regret to record the deaths of MR. ALEX FRASER, MR. FRANK NEEDHAM, MRS. B. A. LANGDON, MR. JAMES FYFE and MR. A. E. WEBSTER.

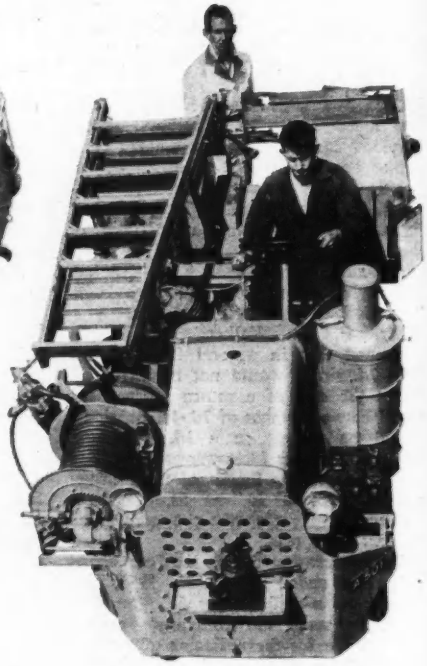
Mr. Fraser was the former vice-chairman and managing director of Girling, Ltd. He worked for Ruston and Hornsby, Ltd., and the Star Motor Co., Ltd., before joining New Hudson, Ltd., in 1926 as assistant works manager. He persuaded the concern to produce brakes to the design of Capt. A. H. Girling. In 1942, New Hudson were taken over by Joseph Lucas, Ltd., and merged with the Bendix concern, also being renamed, and in the following year Mr. Fraser was appointed to the posts mentioned. He was 65.

Mr. Needham, who was 85, was managing director of the Manchester company bearing his name, which he founded in 1920. They have held Foden and Guy franchises for many years.

Mrs. Langdon was a director of the Tone Vale Transport Co., Ltd., and G. Champion, Ltd., Barnstable. She was 77.

Mr. Fyfe, aged 58, was the traffic superintendent of David Lawson, Ltd., Kirkintilloch. He joined the concern in 1924.

Mr. Webster was a former director and general manager of Hants and Dorset Motor Services, Ltd. He joined the company in 1919 and with the founder, Mr. W. W. Graham, was responsible as secretary for its development. From 1939 to 1947, he added the responsibilities of traffic manager to his duties and was director and general manager from 1947 until his retirement in 1949. He died only two days before the formal opening of Bournemouth's enlarged bus and coach station last Friday.



This works truck has been equipped by Pacific Intermountain Express, Inc., California, as a mobile servicing and lubrication unit. It services semi-trailers while they are in the loading bay, so that they need not be further detained by being drawn into the workshop. The compressor supplies air not only for greasing and tyre inflation, but also for portable tools—for example, wheel-nut wrenches. This allows wheel bearings to be packed and brake facings to be checked quickly.

Leigh Lolines Allow Fair Share

THREE Dennis Loline 72-seaters have been put into service by Leigh Transport Department, and a fourth is to be acquired. The vehicles have Gardner engines and East Lancashire bodywork. The department are now able to vie equally with the Lancashire United Transport Co., Ltd., with whom they took over the joint operation of an abandoned trolleybus route.

The company were able to put Leyland 72-seaters, of the high-bridge type, into service, but the department were restricted by the existence of a low entrance to their garage and two bridges with insufficient clearance. The new vehicles are 13 ft. 4 in. high.

BIG ORDERS FOR ATLANTEAN

REPEAT orders for the rear-engined, double-deck Leyland Atlantean continue. Latest contracts are for 120 vehicles, valued at nearly £500,000. Earlier orders have totalled 350 buses. Operators who have placed recent orders include the Trent Motor Traction Co., Ltd., Maidstone and District Motor Services, Ltd., and East Midland Motor Services, Ltd.

Standard H.P. Terms for Used Vehicles

MINIMUM hire-purchase terms for buying used commercial vehicles up to 30 cwt. capacity have been standardized by the members of the Finance Houses Association. As from April 1, vehicles up to three years old will require a down payment of not less than 20 per cent. of the cash price, the balance to be discharged within 36 months. Older vehicles will require a 25-per-cent. deposit with up to 30 months for payment.

The Association point out that although these terms may seem harsh, in fact it is those deals involving a small deposit with repayments over a long period which are more expensive. The purpose of the new move is to ensure that hire-purchase transactions concerning old vehicles are conducted soundly.

MOTORWAY DELAY: LONDON TO SPEND £28M. SOON

BECAUSE of bad weather, the £5.8m. Lancaster Motorway by-pass will not be ready for opening until May next year instead of this coming November. Mr. James Drake, Lancashire county surveyor, has stated that the extension of the contract time had no connection with the experience of the Preston Motorway.

Mr. Joseph Rawlinson, chief engineer of London County Council, last week announced that road improvements costing £28m. will start between 1959-62. Since 1948, improvements completed had cost £5m. and those under way £8m. The L.C.C. 20-year programme involved £80m.

YORK ROUND ON MAY 10

MAY 10 has now been fixed as the date for the York round of the Lorry Driver of the Year Competition. Proceedings will start at about 9.30 a.m. Entries must be sent to Mr. J. H. Tait, Beechlands, Bishopthorpe, York, by April 13.

Coach Company Wanted to Lose 6d. a Mile

A TENDER of 1s. 1d. a mile was submitted by Barwell's Coaches (Leicester), Ltd., when the War Office sought transport for employees between Leicester and Lubenham, Market Harborough. But the bus company knew that the actual operating cost would be 1s. 7d., the East Midland Traffic Commissioners learned last week.

Mr. W. H. Milward, a director of Barwell's, explained that the service could be operated at 1s. 1d. provided they were allowed to combine it with a school contract already being operated. The company wanted to run daily between Leicester and Lubenham.

There was opposition by Mr. F. R. Wheeler, proprietor of Commodore Coaches, who said he had tendered 1s. 9d. a mile, which was an economic figure. Barwell's application was refused.

BRITISH CUMMINS FOR CANADA

ENGINES made by the Cummins Engine Co., Ltd., at their factory in Shotts, Lanarks, are being exported to Canada for installation in chassis made by the White Motor Co., Ltd., Toronto, and Canadian-Kenworth, Ltd., Vancouver. Another three Canadian vehicle manufacturers are also said to be fitting British-made Cummins engines, which are standard with American products. The parent concern have invested about £2m. in the British company.

Shotts units are also to be installed in Canadian International-Harvester construction and mining equipment.

BIG WINDOW FURNACE

CAPABLE of handling glasses up to 7 ft. long and therefore able to produce one-piece windscreens for big vehicles, a new furnace has been installed in the factory of the Triplex Safety Glass Co., Ltd., King's Norton, Birmingham, for the manufacture of laminated wrap-round windscreens. It cost more than £25,000.

Good Service, But No Extension

DESPITE tributes by witnesses to his good service, Mr. E. R. Chappell, Ruddlan, was unsuccessful at Wrexham, last week, in seeking the addition of building materials and plant within 70 miles to the conditions of a B licence. The application was refused by the South Wales Licensing Authority, Mr. Idris Owen, deputizing for the North Western Authority.

Mr. J. Edward Jones, for Mr. Chappell, said he operated six vehicles, two on A licence and four on B licence. Two of the "B" vehicles were licensed only for lime-spreading, but the remainder had other conditions up to 25 miles. From May to September they were fully occupied, but during the winter they could do additional work. The applicant sought to carry portable buildings and drain pipes for two customers over a wider area covering Lancashire, Shropshire and the North Wales coast.

After evidence by the customer witnesses that Mr. Chappell had so far met all their needs, the objectors, Jones Transport, Abergele, and British Railways, submitted there was no case to answer. Mr. Howell Jones, for Jones Transport, pointed out that there was no evidence of need.

Refusing the application, Mr. Owen said he viewed with sympathy the desire to use spare capacity, but need must at least extend to inconvenience. The figures produced gave no indication of the extent to which the vehicles were under-employed.

THORNYCROFT PRIME MOVERS

IN the specification tables for tractors published in last week's "Trailers and Semi-trailers" issue of *The Commercial Motor*, the Thornycroft section did not include medium-capacity tractors for home and export use. These consist of two Trident 8-ft. 6-in.-wheelbase forward-control tractors, rated for 16 tons gross train weight, one with Scammell gear and one for other types of gear; a Mastiff 9-ft. 6-in.-wheelbase tractor rated for 20 tons gross train weight; and three Trusty tractors.

One Trusty is a 9-ft. 6-in.-wheelbase forward-control tractor, rated at 24 tons gross train weight, and two are normal-control chassis—one a 4 x 2 with 11-ft.-wheelbase, and the other a 6 x 4 with 13-ft. 5-in.-wheelbase. Both are rated at gross train weights of 32 tons and are available with left- or right-hand drive.

100 TRACTORS ORDERED

DURING recent weeks, David Brown Construction Equipment, Ltd., Feltham, Middx. have received orders to the value of about £125,000 for 100 airfield and industrial tractors. The Ministry of Supply require 55, whilst other customers include Aerolineas Argentinas, the Atomic Energy Authority, the Royal Norwegian Air Force, the Royal Rhodesian Air Force, the Pakistan Air Force, the Douglas Aircraft Corporation and the Nigerian Ports Authority.

C9

Municipal Opportunities

Coventry City Council seek to borrow £124,320 to buy 25 double-deckers.

Bootle Fire Brigade Committee seek to borrow £5,000 to buy a fire appliance.

Essex Fire Brigade Committee recommend that nine fire appliances be acquired.

Carlisle Corporation are to purchase an Austin A35 van from Dias and Co., Ltd.

North Riding Fire Brigade Committee recommend that two fire appliances be obtained.

Doncaster Water Committee wish to buy a Thames Trader from E. and G. Charlesworth, Ltd.

Leeds City Council are recommended to buy a Commer 1½-ton van from the Thornton Engineering Co., Ltd.

Epsom and Ewell Borough Council are to purchase a 4-ton tipper, a gully-emptier, a refuse collector and a sweeper.

Isle of Wight Roads Committee wish to acquire two Thames 3-ton tippers and two 5-cwt. vans from Frank Cheverton, Ltd.

Walthamstow Corporation are advised to purchase a Scammell mechanical horse and seven Bramber refuse-collection semi-trailers.

Barrow in Furness Watch Committee are to buy a Miles water tender. The transport committee wish to replace a 10-cwt. van.

Workington Streets Committee seek to acquire a Bedford lorry. The housing committee require a Morris van from Messrs. J. R. Graham.

Portsmouth City Council are advised to purchase two Gibson Pendulum refuse collectors mounted on B.M.C. chassis from Wadham Bros., Ltd.

Prestwich Health Committee require a van.

Oldham Corporation wish to obtain a Bedford tipper.

Enfield Works Committee require four Bedford tippers.

Southampton Corporation are to buy two refuse collectors.

Bromsgrove Urban District Council require a Karrier Bantam tipper.

Whitstable Corporation wish to obtain two 3-ton tippers and a cesspool emptier.

Middlesbrough Corporation are to buy a pick-up from Murray and Charleton, Ltd.

Liverpool City Council are advised to obtain two Thames 3-tonners from A. W. Webb and Co., Ltd.

Glasgow Cleansing Department seek tenders for the supply of lorries, refuse collectors, sweepers and pedestrian-controlled trucks.

Sheffield City Council are to buy a Foden tipper, also a Land-Rover from Crabtree and Nicol, Ltd., and eight Thames Traders from Autoways (1931), Ltd.

Salford City Council are to purchase a Seddon-Lewin sweeper and four S.D. refuse collectors, also a B.M.C. van and eight pick-ups from the Colmore Depot, Ltd.

Manchester City Council wish to acquire two Thames tippers and four Morris personnel carriers. They are also advised to obtain two Lewin sweepers, 10 S.D. refuse collectors, seven Thames 5-ton vans from W. J. Reynolds (Motors), Ltd., two Thames tippers from Brockholes Motor Co., Ltd., and two Thames vehicles with special bodywork from H. and J. Quick, Ltd.

New Equipment and Publications

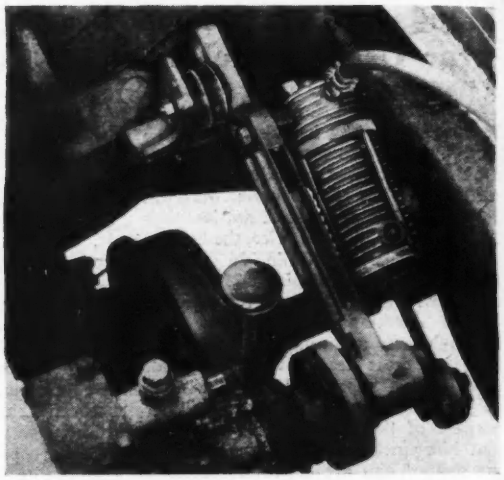
Powerful Detergents

AMONG a range of German detergents now being sold in this country by Chas. H. Windschuegl, Ltd., 1 Leadenhall Street, London, E.C.3, are Frapantol STO for the cleaning of vehicles and Frapantol F, a general-purpose detergent which can be used for interior cleaning.

Frapantol STO was found by a member of the staff of *The Commercial Motor* to be exceptionally effective in shifting three weeks' accumulation of mud and smog from his car, a tablespoonful being added to 2 gal. of warm water. The product is said to contain materials that dissolve rust and coppered carbon. It was found advisable to protect the hands with barrier cream even with the relatively mild solution tried, so that rubber gloves would appear to be desirable when the detergent is used, as recommended, in a dilution of 1 : 10 or stronger, for cleaning heavily muddied surfaces.

The other product was tried for a variety of jobs including washing rayon and Vynide upholstery, painted woodwork and linoleum, also at a concentration of a tablespoonful to 2 gal. It was at least as good as any other detergent and had a marked self-rinsing property which caused no smears to be left. A thick foam was made although the water was hard.

Both detergents are available in 2-cwt. and 4-cwt. quantities; STO is priced at the rate of £184 a ton and F £216.



This picture shows the neat installation on a Land - Rover of the Edwards 3 c.f.m. compressor which develops 200 p.s.i.

Light Compressor

AN air compressor with an output of up to 3 c.f.m. is offered for the Land-Rover by Lawrence Edwards and Co. (Engineers), Ltd., Kidderminster. The drive can be arranged either for centre or rear power take-off. The recommended maximum operating speed is 500 r.p.m. and the pressure developed is 200 p.s.i. The company also sell a spray gun which may be used in conjunction with the equipment. The compressor is approved by the Rover Co. Ltd.

No Slipping

CLAIMED to retain its non-slip characteristics for five or six times as long as a rubber-covered pad with a conventional pattern, a pedal pad with narrow grooves in its tread has been introduced by Metalastik, Ltd., Evington Valley Road, Leicester. Under pressure, the grooves provide a surface that is said to confer a high coefficient of friction until the pad has worn down to its full depth of $\frac{3}{8}$ in. The grooves are arranged to resist slipping of the foot and have a self-cleaning action.

"Heads and Threads"

THE 1959 edition of "Heads and Threads Buyers' Guide" is a 100-page book, two-thirds composed of advertisements, but containing a useful 14-page directory listing the members of the British Bolt, Nut, Screw and Rivet Federation and denoting the products each makes. Another eight pages are devoted to a bibliography of relevant British Standards, and two to the names and addresses of the nine constituent associations of the Federation, of whom eight share the same address—Messrs. Heathcote and Coleman, 69 Harborne Road, Birmingham, 15, from whom the publication may be obtained.

PTFE Samples

TRIAL samples of Emralon 810 and 820 are available from Acheson Colloids, Ltd., P.O. Box 12, Prince Rock, Plymouth. These are resin-bonded dispersions of polytetrafluoroethylene (PTFE), a material which forms a lubricative film on a surface but normally requires to be sintered at 400°C.

Emralon 810 needs curing for an hour at only 150°C. whilst 820 will harden at room temperature in two hours. It thus becomes possible, say the concern, to apply Emralon to surfaces which would otherwise be affected by great heat, and among its new potential applications are those to vehicle components, conveyors and packaging machinery.

Surpans Price

THE price of the Surpans spanner, which moves nuts by pressure on their faces and not the crest angles (*The Commercial Motor*, October 10, 1958), has been revised by the makers, Brades Nash Tysack, Ltd., Oldbury, Birmingham. A set of six now costs £1 2s., and the individual spanners are between 2s. 4d.-5s. 8d.

9s. 8d. Injectors

WORN injectors of Gardner engines can be exchanged for works reconditioned units at 9s. 8d. each through a scheme operated by Norris, Henty and Gardners, Ltd., Patricroft, Manchester. Reconditioned injectors are stated to need no attention for at least 40,000 miles.

Suction Cleaning

COSTING £4 10s., a bin tool for cleaning nuts and bolts has been introduced by the Martindale Electric Co., Ltd., Westmorland Road, London, N.W.9. It can be connected by a suction attachment to a standard Martindale portable blower, and when the blower is switched on the tool is held over the parts to be cleaned.

These are then drawn up into the nose chamber where they are agitated to remove dust and other dirt, which is drawn through a mesh screen. A spring-operated lever at the top of the handle is depressed for the suction to be attenuated so that the clean parts may be dropped back into their container.

Tipper Guide

OBTAINABLE free from Pilot Works, Ltd., Manchester Road, Bolton, is a booklet containing exploded drawings of the company's various types of hydraulic tipping gear. It serves not only as a maintenance guide but also as a spare parts list. There is also a list of possible faults with indications of their probable causes and remedies, and attention is drawn to special tools available from the company at moderate cost.

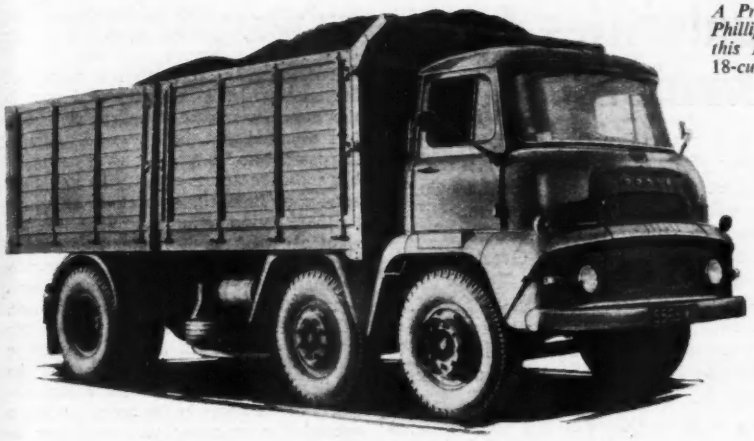
A.A. Service

A NEW feature of the 1959-60 edition of the "Automobile Association Members Handbook" is a list of 33 patrol service centres giving their locations and telephone numbers. These centres are manned by mobile patrols with radio-controlled road service outfits capable of giving speedy assistance to drivers in difficulties.

Another novelty is the inclusion of the Motorway Code, whilst the map section shows the Preston motorway and others to be completed shortly. These are delineated in lines broader than those for class A roads.

Transistor Radio

PRICED at £22 1s. including purchase tax, the G82VT is a transistorized vehicle radio produced by Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2. Made for 12-volt operation only, it can be tuned over the full medium and long wavebands, and there are push buttons for instant station selection. Arrangement of the mounting holes and bracket allow a variety of methods of fitting. The consumption is 1.3 amp. The loudspeaker is of 5 in. diameter.



A Primrose twin-steer bogie was fitted by Phillips Motor Services (Sheffield), Ltd., to this Dodge 3146Y 7-ton chassis. It has an 18-cu.-yd. body and is used for coal haulage.

Dodge Becomes a Twin-steer Six-wheeler

THE provision of a second steering axle on a Dodge 3146Y 7-ton chassis raises the gross weight from 11 tons 12 cwt. to a legal maximum of 20 tons. This useful modification has been carried out for Mr. R. Mellor, Worsbro Bridge, Barnsley, by the suppliers of his Dodge, Phillips Motor Services (Sheffield), Ltd., 443 Handsworth Road, Sheffield, 13.

The vehicle is intended for coal haulage and is equipped with an 18-cu.-yd. tipping body by Phillips. The problems connected with the axle conversion, and resulting body modifications, were carefully considered beforehand and it was decided to entrust the work to the Primrose Third Axle Co., Clitheroe.

The Primrose twin-steering assembly on the Dodge consists of a front axle beam with semi-elliptic springs, chassis-mounted in the conventional manner. The steering geometry works through side steering tubes and an intermediate arm. The steering box and the original drop-arm are relieved of extra stress, the steering arms of both axles terminating in a patent conversion unit for the power-assisted steering assembly.

Foot brake application is effective on all axles, and the hand brake is fully compensated between the second steering axle and the third axle. Greater fluid displacement is required and a master cylinder of larger diameter is provided. This modification in no way impairs the efficiency of the braking system.

To accommodate the tipping body, certain modifications had to be made to the chassis. It was necessary to cut the frame immediately behind the rear-spring hanger brackets, where special hinge brackets were to be mounted. The body was thus brought as low as possible, so that the bottom of the sub-frame was only 1⅝ in. above the chassis. The spare-wheel carrier, at the rear of the chassis, was redesigned and mounted on the off side.

It was possible to proceed with the body construction while the chassis was at Clitheroe, with the aid of Dodge chassis drawings, tipping-gear data supplied by Edbro, and details of the axle position from Primrose.

The tipping gear selected was the Edbro 3 LNS twin-ram unit. In order to keep the weight as far forward as possible when the vehicle was loaded, it was necessary to take the unusual step of boxing-in the rams. For servicing purposes the sides and top of the box are easily detachable.

Light-alloy Framing

Southern Forge light-alloy extrusions are largely used in the body construction. The side doors and headboard, however, are of timber. Redwood boards, 49 in. high, are used for the sides, which have a ¾-in. steel tie-bar across the centre pillars to prevent distortion. The tail door is framed in light-alloy angle, panelled with studded plate. Three vertical ribs stiffen the door to prevent bulging when loaded.

The sub-frame for the body is made from 8 in. by 3 in. light-alloy channel, with 4 in. cross-bearers bolted directly to it by means of angles and deep gusset plates. The floor planks are attached to the cross-bearers by special cleats, avoiding the necessity of drilling the top web of the bearers and the consequent risk of stretched bolt holes.

The problem of mudguards for the centre wheels was solved by using the standard rear section of the front wings, modified and bolted to the body, and lifting with it.

New Light Tractor Conversion

A STANDARD Morris LCFO 2-ton forward-control chassis with 58 b.h.p. oil engine has been converted by Taskers of Andover (1932), Ltd., to form a prime mover suitable for gross train weights of up to 7 tons, giving a payload, with 18-ft.-platform semi-trailer, of approximately 4 tons.

A Taskers 3-5-ton D.S. automatic coupling, which was introduced at the Commercial Motor Show last year, is employed. This is the only model in the current B.M.C. range to which this coupling is fitted. The chassis has been modified by shortening the wheelbase by 2 ft. to 8 ft.; removing the rear cross-member and the central A-bracing and fitting a special cross-member; fitting a shorter propeller shaft; and using shorter, higher-rate rear springs.

The standard vehicle braking system is unaltered, except that the hydraulic circuit now includes a reaction valve for control of the tractor-mounted vacuum servo which actuates the semi-trailer brakes through the coupling linkages. An innovation is a steering-column-mounted control lever whereby the semi-trailer brakes may be power-applied independent of the tractor brakes.

Although the 3-5-ton D.S. coupling is similar in principle to the 6-12-ton coupling described in *The Commercial Motor* on May 16, 1958, a recent change is the addition of a vacuum-operated coupling-release control, this also being available on the larger coupling. The coupling gear itself includes such safety features as a double-locking cam to ensure safe engagement of the coupling hooks.

The tractor has 6.50-16-in. (8-ply) tyres (twins at the rear), and weighs 1 ton 17½ cwt. complete with cab and coupling.



This Morris LCFO 2-ton forward-control chassis has been converted to a prime mover rated at 7 tons gross train weight by Taskers of Andover (1932), Ltd.

c11

Licence Irregularities by Scottish Omnibuses

THE extreme seriousness of licensing irregularities was emphasized by Mr. C. J. Macdonald, Metropolitan Deputy Traffic Commissioner, last week, when Scottish Omnibuses, Ltd., and the Western S.M.T. Co., Ltd., applied for five picking-up points in the area. It was stated that for some 30 years the two companies, operating to London from Edinburgh and Glasgow, respectively, had used stops on the Great North Road outside the conditions of their licence.

It was also revealed that on a recent isolated occasion, Western S.M.T. had failed to run an express service from London, preferring to send the half-dozen passengers who had booked to their destination by train. One of the picking-up points applied for, at Baldock, was granted: the remaining four are subject to a deferred decision.

The only objectors to the application were Buckmaster Garages, Ltd., Leighton Buzzard, who recently applied unsuccessfully for an express service from Aylesbury to Glasgow. The application opened with a submission by Mr. J. B. T. Louden, for Scottish Omnibuses, that Buckmaster were not entitled to object because they did not provide a service on or near the route in question.

Mr. Macdonald elicited that the company not only ran local services in the Luton and Bedford districts, regarded as in the Baldock catchment area, but also to the east coast, across the line of route. He held that their objection came within the ambit of Section 72 (3). Objections by London Transport had been withdrawn following discussions with the Scottish companies, who had agreed to delete Potters Bar and Knebworth from their application.

Mr. R. M. Palmer, special duties officer, Scottish Omnibuses, said that both companies sought picking-up points at Barnet, Hatfield, Welwyn Garden City, Stevenage and Baldock.

Honest Mistake

On November 18-19, during the hearing of the Buckmaster application at Luton, it had been made apparent that for some 30 years, these picking-up points had been used irregularly but in good faith. Their existence was indicated in time-tables and brochures, and correspondence put into court showed their value to the public.

With the exception of Baldock, which was regarded as an official stop, dispensations in respect of the other points had been obtained for pre-booked passengers. Other licensed stops were at Golders Green and North Finchley.

Answering questions by Mr. Macdonald, Mr. Palmer said that lack of written records made it impossible to say definitely when their practice of using irregular stops began. Pointing out the seriousness of the irregularities, the Deputy Traffic Commissioner said that he did not doubt that, if a competitor had transgressed in some similar manner, the Scottish companies would have been among the objectors. He then asked in what other ways the terms of the licences had been contravened.

Mr. Palmer replied that it had been c12 brought to his notice that on an isolated recent occasion, Western S.M.T. had failed to run an express service. When it had appeared that only one passenger had booked, an inspector at the London terminal had offered him a railway voucher for Glasgow and the coach was cancelled. Later, five other passengers for the same service were also given rail tickets, athough there was no question of *force majeure*, such as impossible driving conditions.

Turning to the application in respect of Stevenage, Mr. Macdonald said that in the Buckmaster case, the Scottish operators objected that there was no difficulty for passengers from as far away as Aylesbury, getting across country to join their service at Baldock, or even in returning to the London terminal. What was the significance of the Stevenage application?

Mr. Palmer replied that it was merely a matter of passenger convenience, because the town was on the line of route.

Mr. Macdonald said that, within the terms of Section 72, it was his duty to consider not only the convenience of the public, but also the case for other providers of transport in the area. Irregular operation over many years was not in itself an argument in support of the application, although it might well be that there were better grounds today for picking-up at such places as Stevenage and Hatfield than there were in the past. He granted the application in respect of Baldock and reserved decision on the other points.

Tough Time for Hauliers—Mr. Nugent

HAULIERS must be prepared for a tough time in competition with the railways, Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, said last Friday.

Britain could not manage without railways and they were now quoting "very competitive rates" in the fight for traffic to enable them to repay the loans of £400m. which the Government were advancing to cover annual losses until the modernization plan was completed. Only by winning back lost freight could the railways avoid subsidy, to which the Government were opposed.

Mr. Nugent was speaking at the annual luncheon of the Mansion House Association of Transport, in London.

Mr. L. A. Carey, vice-president of the Association, expressed sympathy with the railways, but pointed out that if the modernization scheme were to succeed, they would have to be transformed into the kind of system that might be built today if the railways were being created from scratch.

He replied vigorously to allegations of wasteful operation by C-licence holders. The major British industrial undertakings had, he declared, little to learn about transport costing. He underlined the four basic freedoms for which the Association stood—freedom of choice of transport, freedom of the trader to use his own vehicles, freedom of carriers to operate commercially and freedom of competition among them.

He believed that the economic climate had never been more favourable to an extension of the road network.

This point was taken up by Lord Derwent, chairman of the British Road Federation, who stressed the need for an inner ring road in London which had been estimated to cost £150m. It would have limited access and would be for through traffic only. Cheap parking facilities would be provided on the perimeter of London, with car parks built over the railways and stations.

Lord Derwent visualized express buses operating from the perimeter to the centre, supplemented by local buses. He emphasized that improvements without planning merely meant that congestion was moved from one place to another.

Preston to Have New Bus Station

A NEW bus station is to be built at Preston to accommodate corporation and company buses. It will be sited at Tithebarn, not far from the station now used by Ribble Motor Services, Ltd., and will link up with a new road running from North Road, along High Street and Starchouse Square, to the bottom of Lune Street.

The proposals were revealed by the borough surveyor, Mr. E. Stazicker, when he addressed Preston Chamber of Commerce on present and future developments in the town. He pointed out, however, that although a ring road and bus station would be provided, the project would not really ease the parking and unloading problem.

Answering questions, Mr. Stazicker said it had been seriously suggested that the time was not far distant when private cars would be barred from the centre of Preston. Drivers would have to park on the outskirts and travel into town by bus.

TRAFFIC AND OPERATION—YEAR TO MARCH 31, 1958

	1956-1957			1957-58		
	Total	Local Authorities	Other Operators	Total	Local Authorities	Other Operators
Passenger journeys (millions)						
Total	10,139.3	4,809.7	5,329.6	9,719.4	4,762.2	4,957.2
Stage	9,986.0	4,787.8	5,198.2	9,572.7	4,740.4	4,832.3
Express	36.1	1.6	34.5	32.7	1.5	31.2
Excursions and tours	15.4	0.4	15.0	13.9	0.4	13.5
Contract	101.8	19.8	82.0	100.1	19.9	80.2
Passenger receipts (£ thousand)						
Total	188,408	64,668	123,740	194,595	70,122	124,473
Stage	168,872	64,028	104,845	176,316	69,445	106,871
Express	7,684	53	7,631	6,776	61	6,715
Excursions and tours	3,841	29	3,812	3,524	26	3,498
Contract	8,010	558	7,452	7,979	591	7,388
Vehicle miles (millions)						
Total	1,663.0	471.0	1,192.0	1,592.8	484.1	1,108.6
Stage	1,474.7	466.4	1,008.3	1,427.5	479.6	947.9
Express	80.1	0.5	79.6	67.1	0.5	66.6
Excursions and tours	31.8	0.1	31.7	28.3	0.2	28.1
Contract	76.5	4.0	72.5	69.9	3.8	66.1
Receipts per passenger journey (pence)						
All services	4.46	3.23	5.57	4.81	3.53	6.03
Stage	4.06	3.21	4.84	4.42	3.52	5.31
Express	51.16	7.99	53.16	49.73	9.76	51.65
Excursions and tours	59.54	15.71	60.83	60.85	15.60	62.19
Contract	18.90	6.77	21.82	19.13	7.13	22.12
Passenger receipts per vehicle mile (pence)						
All services	27.19	32.95	24.91	29.32	34.76	26.95
Stage	27.48	32.95	24.96	29.64	34.75	27.06
Express	23.05	27.41	23.02	24.24	29.28	24.20
Excursions and tours	28.92	47.03	28.84	29.89	31.20	29.88
Contract	25.18	33.99	24.70	27.40	37.33	26.83

Smaller Fleets, Fewer Miles, Higher Costs and Revenue

Passenger Transport Statistics for 1957-8 Show a Decline in Net Receipts to £12.37m.

DISQUIETING to both operators and the travelling public, trends that have characterized passenger transport in recent years are confirmed by the "Statistics of Public Road Passenger Transport in Great Britain, 1957-58" (Stationery Office, 1s. 6d.). The picture is, broadly, one of reduced fleets, reduced mileage, increased costs and, to keep pace with them, increased receipts.

The summary of public service vehicles licensed at December 31, 1957, indicates the run-down which continues in the totals of buses and coaches. There were 74,306 operating at that date, compared with 74,771 12 months earlier.

Perhaps more significant of current trends is a small increase (566) in the number of double-deckers (37,044) at the expense of the single-decker (37,262 in 1957, as against 38,293 the year before). The British Transport Commission follow the general tendency, a small increase in double-deckers in their fleets being reflected by a similar decrease in single-deckers.

The run-down in trolleybuses, totalling 3,438, was less noticeable: the figure in 1956 was 3,506. Tram fleets were reduced from 1,630 to 1,314.

Retrenchment by operators is to be seen in the figures for mileage. In 1956, the figure was 2,512m. vehicle-miles: in 1957, it had dropped to 2,406m. In the same period, passenger journeys fell from 15,416m. to 14,760m. The B.T.C. cut back their mileage from 898m. to 849m. and the London Transport Executive alone report a saving of 6m. miles. Trolleybus mileage (127m.) was not affected to the same extent.

Increased costs of operation must inevitably be recovered from the public, negatively, by removing unprofitable services, positively by increasing fares. There are, of course, methods of cutting costs internally, but these are not revealed by the present statistics.

On the credit side of the book, 1957 reveals takings of £301.7m. In 1956, they were £289.1m.; the private operators, including the municipal undertakings, earned £167.6m., of which the municipalities were responsible for some £70m. Indeed, local-authority receipts show an increase of about £7m. over the previous year's figure and the other private operators between them, excluding the B.T.C. and L.T.E., some £8.7m.

These increased takings came from fewer passengers. In 1956, passenger journeys totalled 15,416m.: in 1957, they had dropped to 14,760m. Of this figure, rather less than a third was won by B.T.C. enterprises, for receipts of £112.8m. Vehicle mileage for all operators was 2,406m. and for the B.T.C. alone, 913m.

In the case of London Transport, the average length of journeys decreased almost infinitesimally from 2.35 miles to 2.32 miles. The takings per passenger-mile, however, rose from 1.81d. to 1.98d. B.T.C. provincial and Scottish services report takings increasing from 1.31d. per mile to 1.45d., and from 1.15d. to 1.24d. per mile respectively.

The present statistical survey relates largely to operators owning more than 24 vehicles. They are in the minority, however, for 3,247 operators (including two local authorities) own fleets of no more than five vehicles. Of the 49 large fleets (over 249 vehicles), 12 are worked by municipalities.

Oilers Predominate

So far as fuel is concerned, for every vehicle using petrol, five consume oil fuel. There are today 19,727 vehicles with seating capacities between 49 and 56, 8,035 seating not more than 32, and 9,027 are 56-seaters or larger.

The curves of operation are shown in figures presented for the years 1949 to 1957 inclusive. Still over the 10,000m. mark, passenger journeys have decreased from the peak of 10,807m. in 1955 to 10,287m. (1957). Passenger receipts have crept up from £146m. in 1949 to the 1957 figure of £225.3m. and receipts per vehicle-mile from 19.3d. (1949) to 28.2d. (1957).

So far as the capital expenditure and revenue accounts are concerned, the statistics relate only to operators of more than 24 vehicles, excluding London Transport. It is shown, however, that in the financial year 1957-58, the assets of the industry, including vehicles, garages, bus stations, machinery and so on, amounted to £234,563,000.

Receipts from all sources—stage, express, excursion, contract and auxiliary services—totalled £197,415,000. Expenditure, with its items for wages, fuel, renewals and depreciation and debt redemption (in the case of local authorities), totalled £185,146,000. On balance, the net receipts of the industry dropped from the £12.8m. earned in 1956-57 to £12.37m. in the past financial year.

In the year, the major increased costs have been £2.6m. for wages and £1m. for fuel.

VEHICLES AND OPERATORS BY SIZE OF FLEET (DECEMBER, 1957)

	Total	Up to 5	6—14	15—24	25—49	50—99	100—249	Over 249
Vehicles owned (i)								
Total	66,564	7,887	7,747	2,899	3,319	3,769	8,019	32,924
Local authorities	15,776	9	20	79	557	2,043	4,555	8,513
Other operators	50,788	7,878	7,727	2,820	2,762	1,726	3,464	24,411
Operators								
Total	4,566	3,247	914	157	97	53	49	49
Local authorities	93	2	2	4	16	29	28	12
Other operators	4,473	3,245	912	153	81	24	21	37

(i)—Licensed as public service vehicles.

New European Design Trends: Small Wheels Catching On

Big Future for Steel-cord Tyres: Driving Visibility Much Improved: Air-spring Progress Slow

GREATLY increased use of steel-cord tyres, gaining popularity of 16-in.-diameter wheels, the adoption of lower spring rates, and greatly improved driving visibility were among the trends foreseen by Mr. John Alden, commercial vehicle engineer, Vauxhall Motors, Ltd., in the paper, "Design Features of European Trucks," which he presented to a meeting of the Society of Automotive Engineers in Detroit, U.S.A., on Monday.

He set out to give a broad picture of European commercial-vehicle design techniques, particularly in so far as they compare with equivalent American procedures. He pointed out that, as in America, about half the commercial vehicles sold in Europe were of up to 2¾ tons gross weight, but European and American vehicles in this category differed greatly in engine power, body capacity and overall size.

U.S. Traffic Growing

Although Great Britain had the world's largest vehicle concentration per mile of road, with America second and Germany third, he believed that America was reaching the same density as in Britain.

Dealing with load ratings, Mr. Alden pointed out that whereas a European 5-ton truck was designed to carry 5 tons, an American truck is usually designed and guaranteed to carry twice its rated payload. A 2-tonner or 2½-tonner could safely carry 5 tons without breaking the guarantee—or the chassis.

There had been a tendency in Europe for many years to change from normal to forward control, but the primary object had always been to produce a single design which would combine all the advantages of the varying cab layouts already in use and would have the added advantage of requiring only one basic type of cab. Vauxhall could produce more than 9,000 different varieties of vehicle, although their line of products was built up from only five main engine types, two basic rear-axle and gearbox designs and five front axles.

Lower Bonnets

In Europe the engines of normal-control vehicles were located lower in the frame than in America, so that the bonnet and wing lines could slope to give good visibility with a deep curved one-piece windscreen. This was contrary to American practice, for stylists tended to raise the bonnet line to produce a massive and powerful-looking frontal appearance. Semi-forward-control layouts were decreasing in popularity, other than for the light- and medium-weight vans.

The latest trend in cabs had been towards full forward control, with the entrance ahead of the front wheels. Much of the point of this arrangement was lost by having the engine cowl bisecting the cab, so preventing free access across its full width, but certain under-cab engine layouts had been produced with, Mr. Alden thought, the disadvantages of a high frame line and somewhat difficult engine servicing.

Tilt cabs had been available in Europe for many years, but had not become popular because, he thought, of the additional complication in steering and pedal layouts, in addition to extra weight and cost.

One of the most striking differences between American and European engine types was the far greater use of oil engines in Europe. For vehicles of over 9 tons gross weight the oil engine was generally employed and the additional cost of an engine in a 10-ton-gross chassis could be recovered after approximately 15,200 road miles.

Over the past year or so designers had evolved petrol engines with long-life characteristics approaching those of oil engines and modern units could operate for 100,000 miles between overhauls.

Basic European chassis-frame design was similar to the American pattern and there had been considerable interest in Europe in welded frames. At least nine manufacturers regularly used welded construction, mainly in the heavier and more expensive vehicles. Leaf-spring suspension, which was general in Europe for vehicles of up to 2¾ tons gross weight, would remain popular for many years.

Lower-rate Springs

Independent suspension was employed mostly on buses and where it had been introduced on trucks it had always been accompanied by a weight or cost penalty. Manufacturers were seeking to improve suspension when laden and unladen by adopting springs with lower rates. Bedford had, Mr. Alden claimed, probably led the field with the adoption of longer springs and bigger deflections.

Air suspension was slowly gaining ground in some European countries, but interest in some other countries appeared to have practically ceased. The cost increase inherent in this type of suspension was one reason why it had not proved more popular, and other factors were the continuous riding on the bump stops when big overloads were prevalent and the poor performance of some levelling-valve systems. Air suspension had an important part to play in the future, but a great deal of development work still lay ahead.

Mr. Alden cited the most interesting European trend in wheel and tyre development as being the move towards smaller tyre diameters. The lead given last year by Bedford with their low-loading 4-tonner on 16-in.-diameter wheels had hastened the tendency to use such small wheels and tyres, as a result of which the 16-in. wheel would become popular in Europe and perhaps throughout the world.

Steel-cord tyres, such as the Michelin X, gave 60-110 per cent longer life, in addition to being cheaper than conventional rayon tyres. The use of steel-cord tyres was continuously expanding in Europe and it was expected that most manufacturers would soon be making them.

Tubeless tyres had aroused hardly any interest in Europe. Operators had not taken easily to the new size classifications and were suspicious of the overload capacity of such tyres.

Large cost and weight savings were being derived from the use of wheels with discs formed from a square blank welded to the rim, as opposed to the riveting employed when a circular blank was used.

Hypoid Axles

Hypoid gears for rear axles had not gained the same degree of popularity in Europe as they had in U.S.A. One reason was the power loss inherent in the rubbing action of hypoid gearing. Another was the opinion among many operators that a hypoid axle could cost up to a mile per gallon in fuel compared with an equivalent spiral-bevel axle.

The growing use of double-reduction axles was of outstanding interest. Two-speed axles were becoming more popular now that better tooling and higher production volume were bringing down their cost. Nevertheless, many operators still viewed the two-speed axle as a complicated and expensive way of providing high maximum speed for an unladen vehicle and many European makers were providing overdrive gearboxes instead.

Full-air-pressure brake actuation was general in the heavier classes, but the use of air-hydraulic systems was growing. Vacuum or air servos were employed in most vehicles from 4½ tons gross upwards. Whereas the standard had for some time been to produce 0.5g. deceleration with 150 lb. pedal effort, many current systems decreased the pedal effort to about 100 lb. for the same deceleration.

Limiting Wheel-lock

It was dangerous to decrease the pedal pressure further, because of the risk of excessively fierce braking when unladen. In this connection Mr. Alden cited the Dunlop Maxaret anti-skid device developed for limiting wheel-locking.

Disc brakes trebled the number of stops which could be made without excessive fade and reduced the time needed to change friction material from eight hours to eight minutes compared with a drum brake. The hopes that disc brakes would result in a large decrease in weight did not, however, appear to have been substantiated, but the "squeal" problem originally encountered with disc brakes was being rapidly overcome.

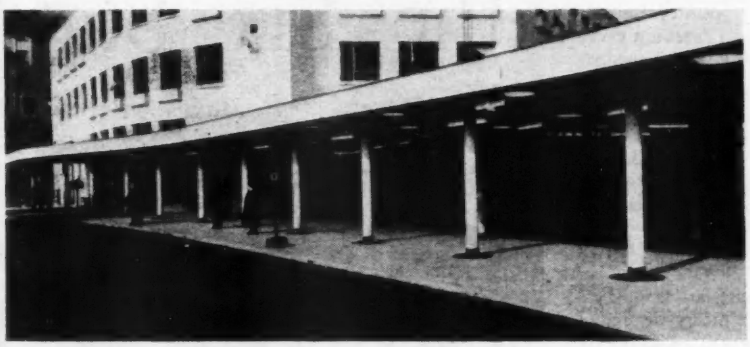


Bournemouth's extended bus station comprises a large office block, circular passenger area, with parking facilities for 109 vehicles, and a basement station for long-distance coaches.

Buses Above, Coaches Below, in New Bournemouth Station

ENLARGEMENTS which recent years have shown to be increasingly necessary to the Bournemouth bus station operated by Hants and Dorset Motor Services, Ltd., and Royal Blue Express Services have now been completed and were formally opened last Friday. The redesigned station cost about £300,000, and will handle daily 80,000 passengers and 2,200 vehicle arrivals and departures in the summer holiday season.

When the station was originally built in 1931 the layout was highly unusual, in that it was on two levels, with the buses using the upper and the coaches the lower floor. The principle has been extended on a bold scale.



Part of the colonnade sheltering passengers for the Hants and Dorset local services. This concourse is supported on pillars in the coach station immediately below.

The fall of the land, bounded by Exeter Road, Exeter Lane, Pavilion Road and the Central Gardens, called for the excavation of some 30,000 cu. yd. of material. The new design comprises a large office and reception block, behind it a circular vehicle park with covered passenger platforms, and below the park, the circular coach station and maintenance bays.

The ground floor of the three-storey administrative block contains a large and attractive booking hall, with separate offices for the Hants and Dorset local services and Royal Blue express services. There are also parcels, left-luggage and lost-property offices, toilet facilities and a well-appointed self-service restaurant. A staircase leads from the main concourse to the coach station in the basement.

On the first floor are situated the operating offices of the two companies and the upper storey is occupied by headquarters office accommodation. Spacious canteen facilities are available for the staff. The open bus park is capable of providing overnight space for 109 vehicles. It is almost completely encircled by a colonnade, providing covered boarding platforms on a one-way traffic circuit. At the exit from the park there is an elevated tower from which traffic is regulated.

Below the open park, and supporting it on massive steelwork, the coach station has its own boarding platforms, secondary inquiry and booking offices and toilet facilities. The basement area also contains a maintenance bay, with a single inspection pit, and an Essex automatic bus washer alongside. The whole of the traffic circuit on both levels ensures that vehicles enter the station from The Square and leave via Pavilion Road.

The arrangements of the enlarged station will result in appreciable running economies: the centralized operations have led to the closing of two bus garages at St. Michaels Road and Norwich Avenue and dead mileage has been much reduced.

Steel Makers Would Not Give Evidence

THE attitude of certain large companies, who showed discourtesy to the Licensing Authorities by refusing to send witnesses to court to testify to the need for additional transport, was criticized at Wrexham, last week, when Mr. R. M. Shawcross, Mold, sought a modification of normal user for a one-vehicle A licence to carry steel for John Summers, Ltd., Shotton.

Mr. Shawcross, in evidence, said that the carriage of coal, which was a large proportion of the work on the original user, had now ceased and been replaced by the carriage of steel for Summers, amounting to approximately 40 per cent. of his total work. The application was previously adjourned because there was no evidence from the customer.

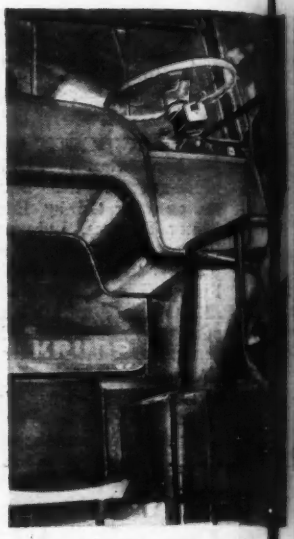
Summers would not send a witness, but they had sent a letter indicating that a grant would in no way affect the objectors, British Railways and British Road Services.

Mr. G. H. P. Beames, for the British Transport Commission, said they could not understand the attitude of large companies who would not send witnesses. Their need could not be as great as was made out. In this case, Summers were substantial customers of both the objectors and there was a specific assurance that they would not suffer. The objection would be withdrawn.

Granting the application, the South Wales Licensing Authority, Mr. Idris Owen, deputizing for the North Western Authority, said that if the objection had been maintained he would have required much more information as to need. He believed firmly that normal user must mean something. If it bore no relation to facts, the licensing system would become of little value.

c15





(Left) High above normal traffic will be the driver of this Tuscher-bodied F.B.W. service bus, in which the steering wheel can be seen just above the lower windscreen. To accommodate him the front part of the roof is formed as a bulge, and his vision is about 12 ft. above road level, although he sits only about 5 ft. above the floor of the bus. (Right) The driver's pedestal seat, as seen from the near-side front door. Access to it is afforded by two steps, but only from the interior of the vehicle. Control is facilitated by the use of a Wilson-type gearbox made under licence. Careful attention has been paid to the ventilation, as the driver's head is so close to the roof.

Britain Courts the Six States

New Models and Many Other Vehicles for Goods and Passenger Transport Make a Comprehensive Display at Geneva

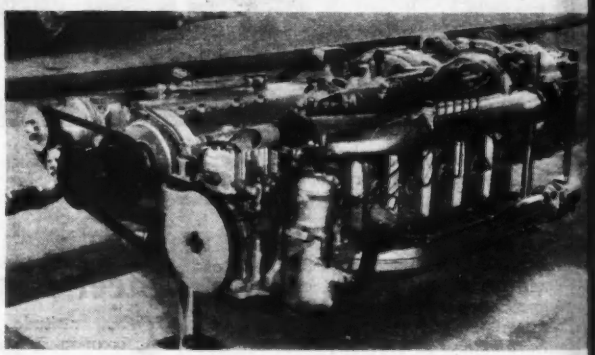
BRITISH makes of commercial vehicle are better represented at Geneva this year, more perhaps from the international aspect than for the possibilities of large sales in Switzerland, where, as Mr. P. W. Copelin of Vauxhalls said, competitors are on the doorstep whilst we have to contend with a long and costly journey for our products. But the British motor industry is seeking every way of reducing these costs and of facilitating a cheaper supply of spare parts.

At the beginning of the year, the first stage in the European Common Market, with its incidental aim of reducing tariffs and enlarging import quotas between the six member countries, came into operation. For those outside the new community, for the British and Swiss, for instance, the future seemed full of uncertainties which he hoped to see disappear with a much wider trading association of European nations.

British vehicle sales were likely to decline in the markets of the six countries, but Britain had by no means discarded hope that some form of free-trade area would yet materialize from the continuing negotiations. Whatever the outcome, however, our people would make the most of every opportunity to increase their sales in all the available markets on the other side of the Channel.

In this short report, more attention is paid to foreign products, as showing the competition which has to be faced by British manufacturers.

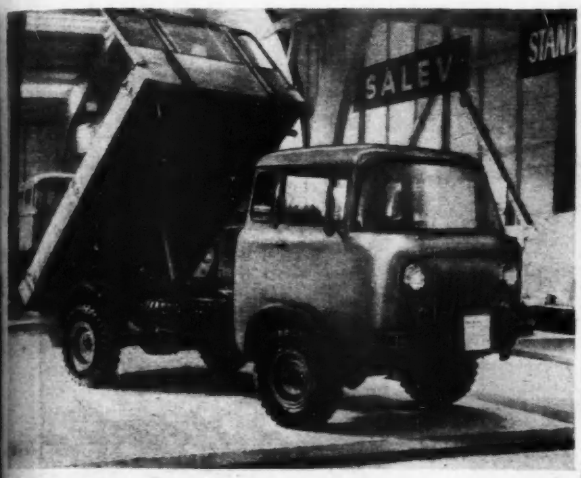
As an entirely new and representative Swiss model, the Saurer 4 × 4 4½-tonner deserves first notice. Unlike







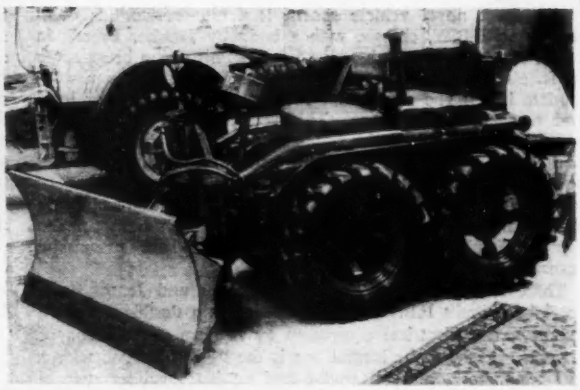
(Left) The Meili Metrac six-wheeler is hinged centrally, the two parts being hydraulically controlled and giving amazing mobility. (Above) This Berna horizontal, six-cylindered oil engine forms a unit with a Voith automatic epicyclic gearbox. It is being employed in many of the larger vehicles and is unusually compact as regards its depth. (Right) The basis of this neat little bus is a Fiat 1100. It has forward control, a semi-bulkhead and a central sliding door. The seat near this door hinges up and folds clear of the gangway.







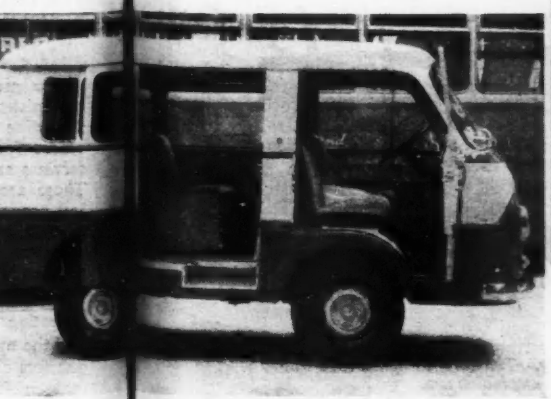
(Left) The Land-Rover as a small but useful tipping lorry with Wirz telescopic-ram hydraulic gear and Wirz body. (Above, left) Another tipping body is to be found on the Willys Jeep. This also has Wirz gear and four-wheel-drive, the latter giving high traction over difficult ground. (Above, right) A neat but powerful small tractor is the 4 × 4 Unimog—a Mercedes-Benz product. Suspension is by double-coil springs at the rear and springs of the single-coil type at the front. The staging shows effectively the great amount of wheel movement allowed. The front hubs are formed as steps.



(Right) One of the smallest tractors at the show is the Varimot made by Lanz and fitted with a Hela oil engine. It is a 4 × 4 and, as shown, is equipped with a snow plough, although it can be used for pushing or pulling a large variety of other implements.

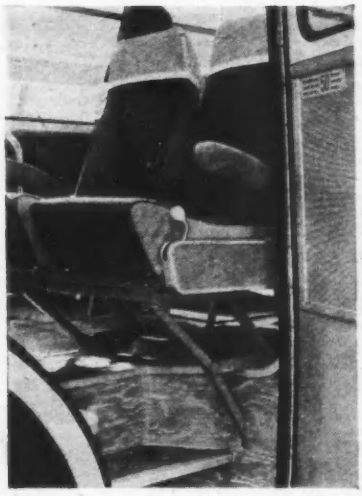
By G. Mackenzie Junner,
M.I.Mech.E., M.I.R.T.E.





(Above) A great many of the special Continental milk churns can be carried by this F.B.W. vehicle which is built specially for the purpose and has an underfloor six-cylindered oil engine of 150 b.h.p. The gearbox and a secondary reduction give eight speeds and there is a double-reduction back axle with locking differential. The body is constructed in steel specially treated against corrosion. The vehicle can be used when required with a trailer. Alone its maximum speed is 44 m.p.h.

c17



This double seat on an Eggli bus hinges up and back to clear the way for entrance or exit. The release handle is mounted on the arm rest near the door.



In this Gangloff coach the driver's seat has a remarkable variety of controls and locks for hinging, rotating, raising or lowering and adjusting for leg reach.



On the Pfander three-wheeler a dome covers the front wheel, which is steered by a tiller. Pedals for brake and clutch flank this dome, driving being central.

previous types it is not built to Swiss military specification, which civilian users had, perforce, to accept, but fabricated from standard Saurer units which the military can accept if they wish.

The most novel vehicle shown is a city-service bus comprising an F.B.W. chassis, with a body by Tüscher Frères, in which the driver sits high at the left side, his vision being some 12 ft. above road level. There is a roof "bump" to accommodate him. The actual seat is about 5 ft. above floor level and reached by two steps. This vehicle has a Wilson four-speed gearbox made under licence. To sit high like this gives one a curious feeling of detachment and to look straight ahead might possibly divert attention from nearby objects.

Schindler show for the first time a large-capacity trolleybus which can be used with a trailer and has been built for the Geneva Public Transport. Special features are pneumatic suspension and integral construction.

There is another trolleybus by Ramseier and Jenzer on a special low-built F.B.W. chassis. This has a double-reduction rear axle and electrical equipment by Ateliers de Sécheron of Geneva. Perhaps the largest bus is the "100" F.B.W. with a 160 b.h.p. horizontal oil engine and auxiliary rubber suspension by Angst and Pfister. This has a hydraulic clutch, electro-pneumatically operated Wilson-type gearbox, servo steering and an air starter.

Air suspension is used in the Neoplan coach on a Henschel chassis. As in so many Continental vehicles, the seats near the door hinge over to give access. Incidentally, all the seat tops have yellow crêpe-rubber protectors and the driver's seat has air springing by a single cylinder for its tubular frame.

Schindler, who used to build only trolleybuses, railway wagons and lifts, bought the design of the German Orion coach two years ago and have redesigned it with Continental air suspension. It is a chassisless vehicle for 34 passengers and the oil engine is an eight-litre Kamper.

A fine Alpine-type coach is shown by Ramseier and Jenzer on a Mercedes-Benz chassis. In this the off side front seats by the door are released for hinging by a pedal from inside and a lever from outside. The driver's seat swivels on a tube with a locking handle and a greaser; there is also a pedal release for hinging this up and a further control for raising.

A new bus chassis is the Fiat Type 314 with an underfloor oil engine of 90 b.h.p. and five speeds, of which four are synchronized. The radiator is immediately in front of the engine and the frame is straight with a slight insweep and drop to the front. It is for interurban service, has a maximum speed of about 40 m.p.h. and is designed for 33 persons.

From the Volvo 395 series has developed the 495. These are heavy-duty models of stouter construction and certain new features. One is that hydraulic operation of the tappets has been dropped because they proved unsatisfactory after the fitting of an exhaust brake; another is that the braking system on the front and rear wheels is independent and has two air reservoirs, with a third for the accessories, such as wiper motors and horn. The springs are longer and give smoother suspension. The steel wheels are by George Fischer and have

(*Continued on page* 223)



This Occhetti Bicar is a semi-trailer designed to act as a tanker and a sided lorry. The lower compartments will hold 20,000 litres. The design gives the impression that it is for amphibian use.

Austin and the P.L.A. Police



IN 1802 a hundred men, armed with musket and cutlass, guarded London's first commercial docks. Today the tidal reaches of the Thames, 69 miles from the Estuary to Teddington, are controlled by the Port of London Authority.

The five great dock areas—in Wapping and Shadwell, Rotherhithe and Bermondsey, the Isle of Dogs, North Woolwich and Tilbury—are protected by the P.L.A. Police. At the dock gates, on the quays, in the roads, round the warehouses, they are on guard.

Riches of the world The P.L.A. are probably the largest warehouse-keepers anywhere. Their tall gaunt buildings, clustered about the docks, hold the world's wealth. Wine and wool, tea and tobacco, rubber, meat, drugs and timber, oil, ivory and ostrich feathers. Dockland is rich in temptation, its protection a man-sized job.

The 600 men who make up the P.L.A. Police are highly trained, highly skilled, ready, when trouble flares up, to assemble at a moment's notice. Night or day, the P.L.A. Police are constantly on the alert. The mobile part of the force is soon at a danger spot.

At a moment's notice A mobile force needs dependable transport. The Port of London Authority have chosen Austins. Their police vans are likely to be needed anywhere, at any time, to carry any and every kind of load. Speed, manoeuvrability and large capacity are essential. The P.L.A. Police find what they need in Omnivans.

And more besides Load space in the Austin Omnivan is exceptional—200 cubic feet for a good 15 cwt. Low floor and wide rear door make for easy loading. All-steel monoconstruction gives great strength—with lightness. Power from 1500 c.c. O.H.V. engine. Luxury comfort in cab. 12 months' warranty and the backing of B.M.C. Service—Britain's best service and parts organisation.

See the Omnivan at your Austin dealer's. Ask him, too, about the rest of the Austin commercial range: ¼ ton to 7 tons plus prime movers for gross train weights up to 15 tons.

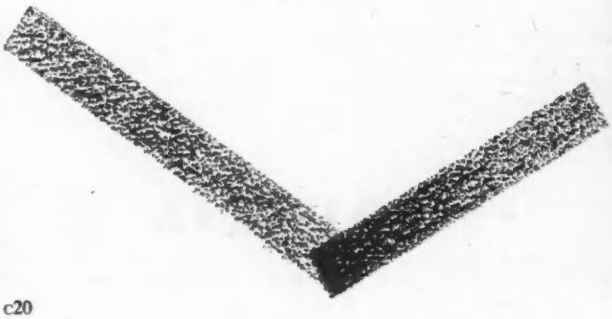
AUSTIN

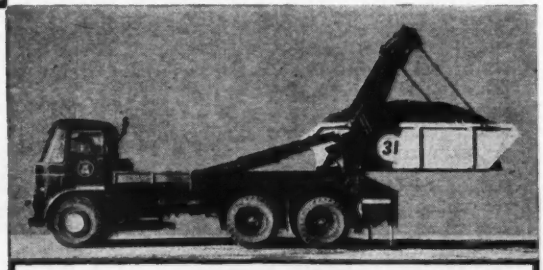
THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

c19



Rear independent hydraulic stabilizer jacks down. Load to be raised to Unit Deck.





Showing load being raised by retraction of hydraulically operated lifting arm rams.

THE STEEL COMPANY OF WALES LTD

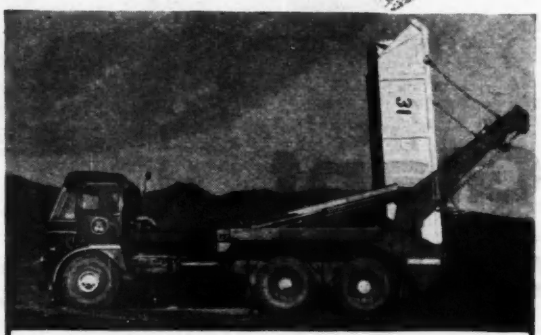
adopts

THE BENNES-MARREL

Mobile Multi-bucket System

Using the Bennes-Marrel Multi-bucket System, The Steel Company of Wales Limited are convinced that a considerable saving in the handling of a wide variety of materials can be achieved. As a result, they have ordered **SIX COMPLETE UNITS** on Foden FG.6/20 Chassis for on-site operation.

CONSIDER YOUR OWN HANDLING PROBLEMS IN THE LIGHT OF THIS IMPORTANT DEVELOPMENT.



Positive action hydraulically controlled rams provide easy dumping.



Hydraulically operated rams fully retracted. Load located on Unit Deck. Jacks retracted.

One-man operated . . . an astonishing time and labour saver . . . the Bennes-Marrel Mobile Multi-bucket System brings to the field of bulk materials handling a new standard of efficiency.

HYDRAULICALLY CONTROLLED SOLELY BY THE DRIVER from his cab the unit loads and unloads itself with detachable containers, one of which is transported whilst the other is being loaded. This, of course, effects astonishing savings in waiting time and labour costs.

We shall be happy to send you our fully descriptive brochure, or to examine your handling problems and make our recommendations.

AERO MAINTENANCE EQUIPMENT LIMITED

47 Victoria St., London, S.W.1. Abbey 6238. Cables: 'Amble London'

A MEMBER OF THE ARUSHA GROUP OF COMPANIES

c21



Giant economy from Dunlop durability

Keep down running costs by choosing your giant tyres from the Dunlop range. There are tyres to meet every type of service condition — each one individually built to give you mileage, safety and dependability.



DUNLOP ROADTRAK MAJOR
The best tyre for on and off the road. Deep, self-cleaning shoulder bars for positive grip on loose, earthy ground, combined with deep ribbed centre tread for longer mileage on normal road surfaces.

DUNLOP

BUILT BETTER TO LAST LONGER!

8H/405
c22

three-piece rims. There is a hydraulic steering servo, whilst a small lever on the dash cuts out trailer braking in an emergency.

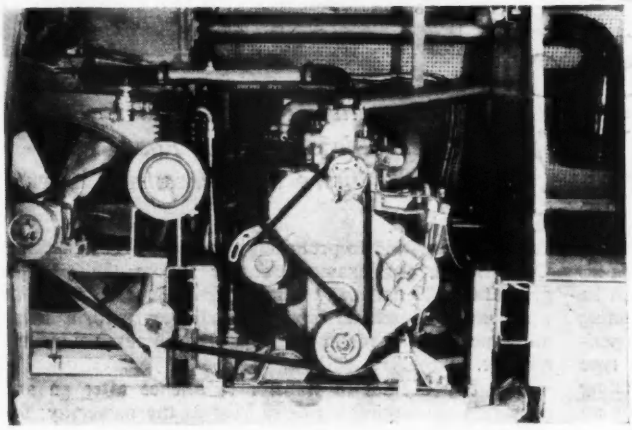
Working on the CWA self-service system is a large mobile shop built by Aarburg. It has a U.S.A. Ford V-8 petrol engine of 178 b.h.p. and is constructed with what is described as a "half-underfloor engine" at the front. The doors are operated by air and some 900 articles are displayed for collection in metal baskets. An adjustable double roof acts as a sun filter, and a pay desk is situated at the front.

One of the neatest of small buses is on a Ford Taunus. It is an 11-seater built by Krapf. There are two doors at one side giving access to the rows of three seats by tipping up or folding two of these. There is also a wide rear door for luggage purposes.

On a Tempo Matador is a double horsebox with entrance at the rear and exit at one side. Other models of this make include a 14-seat bus and a pantechnicon with seating for three. These vehicles have front-wheel drive and Austin four-cylindered engines under the front seats.

The little Güldner Hydrocar, with its hydraulic transmission, has grown into a larger model to carry 3 tons at 10 m.p.h. It has a normal dashboard, steering wheel and pedals instead of the open seat and control by two levers. A single-cylindered oil engine is used.

The Draize 50-ton low-loading trailer has eight wheels mounted in pairs and the four at each end are steered by the drawbar. Hydraulic control for raising and lowering the platform is provided at each end.



The "engine room" at the back of the Swisscar coach with its cover lifted. The oil power unit is a British Perkins P6 which is neatly disposed, but has an unusually long belt drive to the large fan. The vehicle is of integral construction and pleasing design.

Rolba show the latest Cannstatt sweeper-collector built by Streicher. This has a second Mercedes-Benz oil engine driving a circular brush at each side between the axles. The triple "fibres" are of spring steel. Between the brushes is suspended a baffle and the sweepings are collected by a fibre brush at the rear and sucked into a large container which, when full, can be tipped sideways for discharging. Water sprays are provided and sweeping can be conducted at 15 m.p.h.

An unusual semi-trailer is the Bicar. This is a combined tanker and normal load carrier, the tank holding 20,000 litres. Near this must be what is surely one of the biggest works trucks—an S.D. Freightlifter six-wheeler with a lifting capacity of about 7 tons. A companion in the "yard" is a Berliet mobile Cinebus. The electrically operated sides of this slide out, giving seating for 58. Here also is a Berliet vehicle carrying an all-fuel engine which is run on a variety of fuels varying from brilliantine to fish oil.

In the park is demonstrated a neat Land-Rover with a three-way Wirz tipping body operated by gear of the same make.

Returning to the Show proper, there is a Daimler-Benz Unimog with an interesting form of coil-spring suspension.

A Mattile vehicle carries four "buckets" fitting like ash trays and loaded and unloaded by hydraulically operated arms.

One of the smallest load carriers is a Pfander three-wheeler with tiller steering and the brake and clutch pedals spaced apart at the sides of a dome carrying the steering and covering the front wheel. It has a one-cylindered two-stroke engine under the seat and four forward speeds, reverse being effected by a switch which alters the direction of rotation of the engine.

Two Swiss bodybuilders, Ramseier and Jenzer, and Tüscher, have combined to make the Swisscar—a chassisless coach with a Perkins P6 oil engine at the rear.

Saviem—a combination of Latil, Renault and Somua—show a powerful 4 × 4 short-wheelbase forestry tractor with an 85 b.h.p. oil engine, eight speeds, lockable differentials, all-wheel steering, Westinghouse air brakes and spur-and-ring-gear reductions in the wheels.

Tiny compared with this, is the Hela Varimot 4 × 4 tractor, made by Lanz and shown fitted with a snow plough. It may be used for a wide variety of other purposes, hauling or pushing.

Austria is represented by several vehicles, amongst them being a Steyr, in chassis form, in which the central support of the propeller shaft is by three thin-steel plates held at the top. Another make is the Perl, with a frame built of electrically welded steel tubing in monocoque form, with a six-cylindered Henschel oil engine at the rear giving a maximum speed of 73 m.p.h. The suspension is by semi-elliptics combined with hollow rubber springs, and the gearbox is a ZF, but a secondary reduction provides 10 ratios. The design allows a full-width luggage space for the full length between the wheels.

Most extraordinary is the performance of the Meili Metrac—a six-wheeler which is centrally hinged, the two parts being hydraulically controlled vertically so that it can climb practically anything. This was recently described and illustrated in *The Commercial Motor*.

Another integrally built coach is the Kassbohrer Setra with 38 seats, a Henschel 150 b.h.p. oil engine at the rear, a total of 10 speeds, and every seat with a back which is adjustable and returned by a spring.

I noticed that in several trailers the drawbar is balanced by a steel spring. In the Rochat a cable passes through the trailer frame and the spring at the rear is gaitered.

In the latest Deutz air-cooled engine there is a thermostatically controlled hydraulic motor for the main fan. Additionally, the fan centre acts as a centrifugal filter removable by three nuts for cleaning. A smaller fan runs continually from the distributor gear for cooling while idling. A 10-15 per cent. saving of fuel is claimed.

Citroen show a milk van with refrigerator for butter and milk. Service is from the back, where there are shelves on the double doors and an upper half-door lifts to form a shelter.

Wirz, apart from having tipping gears and bodies on the majority of tippers, show a new man-carrying cradle. The arm holding this can also lift up to 2 tons at about 4 yd. radius. Various lengths of arm can be used to extend the range of the cradle, maximum extension being about 17 yd., with a similar height of lift. This gear is fixed behind a vehicle's cab and there are hydraulic feet at the side to take the load. Control of the hydraulic gear is simple and the operating handle can be used at either side.

Many of the British exhibits were well staged and attracted much attention. Especial praise must be accorded to the well-known coachbuilders, Plaxtons, for their fine example of a Panoramabus built for Sheffield United Tours, the chassis being an A.E.C. Reliance with underfloor engine. There was also a Reliance chassis with Dunlop Pneuride suspension.

There were many Austin vehicles, including the Gipsy 4 x 4 shown in part section, and a Karrier built to carry Coca-Cola. Commer show the Cob with forward-control and Ford the Thames Trader with petrol and oil engines. Morris stage the J2 Minibus, and Standard their new Atlas van and the detachable engine-gearbox unit. Vauxhall's Big Bedford carries a part-sectioned two-speed axle.



By Ashley Taylor, A.M.I.R.T.E.

The B.R.S. cadet training scheme is designed to produce executives with a complete background of practical work. On the left, two cadets are seen loading a lorry. Below, one of them receives personal instruction in documentation from a depot manager. During the course, cadets do practical work in accounting, traffic control, storekeeping, engineering and staff control.



Where are the MANAGERS of TOMORROW?

Energetic Action Needed to Show School-leavers that Road Transport Offers an Attractive Career

THE days are long past when nearly every grammar-school boy took a job in an office, thereby placing his feet on the first step of the only ladder by which he could then mount to what is now called executive training and management selection. Today there is great competition by all progressive industries to secure the better type of school-leaver. Some of them are undoubtedly taking the pick of the country's promising young men. In all this, what are the hopes for the rising generation in road transport?

Surveying the situation, Maj.-Gen. G. N. Russell, chairman of British Road Services, was recently impelled to ask: Where *are* the young men? He urged the transport industry to set its sights on the future situation. The passenger industry has some useful schemes and B.R.S. have an excellent cadet course, but a study of the overall position in road transport leaves one wondering whether the industry can really afford not to have some comprehensive form of management training.

Although satisfactory statistics on the subject are not readily available, I cannot escape the belief that road transport men are an ageing community, particularly if the general age level is compared with that of a quarter of a century ago. That was a period when it was usually necessary for those entering any particular industry, whether from choice or otherwise, to apply themselves steadily to the interests of the job because in most places there were keen types in the market who were only too ready to fill the shoes of those who lagged behind.

Now the case has altered to such an extent that personnel officers, working on behalf of major industrial undertakings, tour the fifth and sixth forms, giving school-leavers pep-talks regarding the alluring nature of the work which they can enjoy by throwing in their respective lots with the industries described. The future is painted in glowing colours. Advertising on the grand scale offers baits of every kind to promising candidates. The National Coal Board, for example, dangle before the younger generation 100 university scholarships a year, of the same value as State scholarships, with all fees paid, a living allowance and awards in full, whatever the parents' income may be.

If a boy decides to transfer to science after an arts education he requires an extra year at the university; for selected candidates the I.C.I. transfer scholarship provides this, again irrespective of parents' means, without cost to the family or the community.

These attractions can be multiplied many times and, in the face of them, it is not surprising that there are executives in road transport who complain that they are not getting the right material with which to form the next generation. Nobody, so far as I can gather, ever advises school-leavers on the interesting opportunities that exist in transport. But certain straws in the wind suggest that B.R.S. may devise some form of direct approach which will spark off the initial interest that will lead a boy to investigate the potentialities of this field.

Naturally, the fact that road haulage has for years hovered on the edge of the political cockpit makes the future uncertain. For this reason it may seem unattractive to many of the young men whose thoughts about business careers have been conditioned by pep-talks. Among other things, they are certain that a mere 40-odd years of loyal service will lead inevitably to an upholstered armchair and a comfortable pension. The question might be asked: Will it really? Suppose nationalization comes to these other industries, will the prospects really hold good? In fact there is little reason why it should make any difference.

Road transport itself is here to stay, nationalization or not, and whatever the political outcome, the show must go on—a fact that should be worth someone's while explaining to the school-leaving groups. Road transport

both as a career and as an industry has grown enormously in stature. Fewer than 40 years ago transport managers hardly existed; their depressed forerunners worked as dispatch clerks. Haulage organizations were almost invariably run on rule-of-thumb lines.

How much this situation has altered during the intervening years is known well enough to those within the ranks, but it should surely be somebody's job to impress these changes on the world at large and to raise the prestige of both the corporate body of road transport and of its individual executives. Only when the work of carrying the country's goods has been projected satisfactorily before the public can it be expected that those who are entering the business world will feel the magnetic pull which produces that heart-and-soul enthusiasm by which some of our greatest passenger and goods transport undertakings were built up.

In fact, for those who are coming into transport some excellent training schemes do exist. It may be that too little publicity has been focused on the provision that has already been made for those who are looking for ladders to climb and are ready to put in the effort that is necessary to reach the top.

Road Haulage

SO far as road haulage is concerned the most comprehensive system of training is the B.R.S. cadet scheme. The object is to provide a method of natural progress for those who are regarded as potential management candidates and it is open to any employee between 21 and 35 years of age. There is also direct entry to the course for a limited number of university graduates who are taken through more or less the same procedure as those selected from the staff.

No matter in what grade he is employed at the time of application, the promising candidate from the staff side can be drawn from the supervisory, clerical or manual sections. The first move is for the various applicants to be interviewed by a board under the chairmanship of the divisional manager. Then those who are approved undergo a written test within their own division, under strict examination conditions. At this stage the subjects are selected not so much to establish knowledge of the industry as to bring out indications of the individual's suitability for responsibility.

Selection Board

If they have achieved success in the written examination the candidates will then be sent to take part in a residential group selection board at headquarters level where their ability to work in harmony with their fellows is assessed. Those who are approved are then allocated to the various divisions for a training course that occupies a minimum of two years and covers all aspects of the work.

They will be trained as both mates and drivers, afterwards following through such functions as accounting, traffic control, storekeeping, engineering and staff control. While so engaged the cadets, in the evenings, attend colleges of further education with a view to qualifying by examination for membership of the Institute of Transport. Those who finally pass out as up to B.R.S. standard apply for suitable vacancies as depot superintendents, probably later becoming branch managers. The avenue is then open to them to make their way to the highest levels of the organization.

In independent haulage there are operators who give individual consideration to suitable candidates who are interested in transport as a long-term career, but it does appear that there is scope for much more comprehensive training schemes to be prepared. In particular, reciprocal arrangements might well be developed to enable those who have made good progress to widen their experience.

At the lower educational level quite a number of men who are anxious to improve their theoretical knowledge study for the Royal Society of Arts examinations under the scheme which was initiated by the National Committee on Road Transport Education immediately after the end of the war. These studies appear to make a marked appeal to employees in passenger transport. Out of 430 candidates taking the examinations in 1957 only 65 were recorded as being employed by hauliers, by co-operative societies and industry.

Passenger Transport

ON the passenger side there are more obvious paths open to the young man, as both the Tilling companies and the British Electric Traction Co., Ltd., have training plans for the purpose. Between them the two organizations operate more than 25,000 vehicles, covering practically the whole of the country. Acceptance for the B.E.T. scheme is between 22 and 25 years of age, but suitable men under the lower age limit may be employed by a B.E.T. company for training on reaching 21.

The scheme lays special emphasis on traffic management and occupies three years. Successful candidates are given suitable experience in the organization with the object of promotion towards the post of traffic manager and possibly general manager.

This scheme is in no way a substitute for promotion through the ordinary channels which is always open to suitable men in the service of the B.E.T. companies. The training-scheme committee consider direct applications, but trainees are also drawn from the staffs of the associated companies and from men put forward by the Universities Appointments Boards, the Public Schools and Grammar Schools Appointments Bureaux, the Officers' Association and other similar organizations.

Interviewed by Committee

During the course each trainee is interviewed twice a year by the committee and, to supplement the practical training, he is required to take the examinations of the Institute of Transport. The B.E.T. organization has extensive interests in road transport overseas, as well as at home, and the total number of employees exceeds 50,000.

Similar lines are followed by the Tilling Group. The Tilling Association, Ltd., who are controlled by the British Transport Commission, comprise 20 main bus operating companies, together with one chassis manufacturing and one bodybuilding company. Approximately 10,000 vehicles are operated by the constituent bodies.

This scheme is designed to fit the selected trainees for ultimate executive positions as traffic officers, engineers or accountants with the various companies within the group. Although the length of the course may be affected by the experience of the individual before joining, the normal procedure is for one to three years to be spent with a selected company. Periods are also spent with undertakings other than that to which the trainee is primarily attached. In the main, candidates are chosen from the 22-25 age group and they are given a minimum salary of £650 at the outset, rising by £50 a year.

Specialized Approach

A GOOD example of the attitude of a large transport user is that of the North Western Gas Board, who have a student apprenticeship scheme based on a salary rising from £233 at the age of 16 to £421 at the age of 21. Deeds of apprenticeship are executed after the satisfactory completion of six months' probation. The General Certificate

of Education is required, preferably at advanced level, although candidates may be considered who have an ordinary level certificate with passes in at least five subjects for which there are certain specific requirements.

During the first half of the five-year course the student apprentices all have a general training for work in the gas industry, but afterwards the individual enters on a phase where he must specialize; during this he may be specifically trained for any one of five branches, including transport. After satisfactory completion of the apprenticeship period those concerned are eligible for appointment to supervisory positions, the first step for the transport student usually being to that of assistant transport officer.

During the early part of their apprenticeship the students are released for one day a week to obtain an Ordinary National Certificate in either mechanical engineering or chemistry. After this certificate has been obtained they will attend college for six months in each of the next three years to take the Gas Engineering Sandwich Course, during the remaining six months receiving practical training with the industry. In the case of the North Western Gas Board plan, a particularly encouraging feature seems to be the prospect it holds for a young man to take charge of a transport sub-unit at an early age.

At this stage it may be worth while to see how another industry treats this question. For a long time the textile people have been shedding outsize tears in public over their difficulties, but that does not stop them endeavouring to attract the most suitable candidates to their ranks from the rising generation.

A standard publication of the Textile Institute, "Education for Careers in Textiles," devotes more than 60 pages to the subject. This publication reviews in some detail the various scholarships and awards that are obtainable in the textile industry, as well as giving an outline of the Institute's examinations for associateship. Subjects in which instruction is given at the universities and colleges are listed in a comprehensive manner, together with information on the courses available and details of the establishments concerned.

The Institute state that the book is intended "to present the student contemplating the textile industry as a possible career, and those who advise him, with the information they require." The value of such a publication lies not only in the information it provides for those directly interested in the subject; it acts as a stimulant to deeper thought by those who are in a position to offer training facilities.

Action Needed

BEMOANING the quality of the young people who throw in their lot with the road transport industry is not likely to get anybody anywhere. Somebody acting on behalf of the industry as a whole should be able to present the real potentialities of the job to those who are as yet undecided what their life's work shall be.

Those who know road transport realize full well the special characteristics that it demands and for this reason one may perhaps be permitted to make the plea that character and conscientiousness shall have a place at least as important as academic qualifications when the choice of candidates comes to be made.

The rising generation is a perennial trust for every industry. Is road transport, and particularly road haulage, conscious of that trust?

Goodbye to All That

Bird's Eye View — *By The Hawk*

SIR JOHN ELLIOT'S impending resignation from the chairmanship of London Transport, announced last week, is unlikely to cause sorrow at Transport House, but it will rob the industry of one of its few brilliant speakers. Apparently he has not fallen out with his two masters, Mr. Harold Watkinson, Minister of Transport, and Sir Brian Robertson, chairman of the British Transport Commision, but merely wishes to devote more time to his other interests.

I can well imagine that anyone would be glad to be rid of the responsibility for London Transport, even at the sacrifice of a salary of £7,500 a year. It is strange, however, that during the 5½ years of leadership by a public-relations expert, relations between London Transport and the staff and public seem to have deteriorated.

Buy Now

MR. J. CALLOW, sales director of the commercial division of Gilbert Rice, Ltd., Horsham, has a persuasive and original line in sales letters. In his latest he urges operators not to wait until after the Budget on April 7 to order Thames vans.

He points out that if there is a reduction in purchase tax, the drop in the market price of used vehicles offered in part-exchange would probably be more than the existing tax—about £50—on light vans. In addition, by buying now the operators would make an immediate saving in running costs. He may be right.

Misplaced Honour

BUT for the intervention of Mr. S. J. Lamborn, guests at the annual luncheon of the Mansion House Association on Transport, last Friday, might have been misled by Mr. L. A. Carey, the vice-president, into believing that the "Kerb Space is Precious" Campaign was initiated by the Ministry of Transport.

Mr. Lamborn, who is a past chairman of the London and Home Counties Division of the Traders' Road Transport Association, as well as a member of the council of the M.H.A., pointed out with some spirit that the credit belonged to the T.R.T.A. He noted, more in sorrow than in anger, that Mr. G. R. H. Nugent, Parliamentary Secretary to the Ministry of Transport, had not taken the opportunity presented to him of disclaiming an undeserved honour for the department.

Tax Ruling

MR. N. E. MUSTOE, Q.C., has now edited Mr. Justice Donovan's judgment at Durham Assizes in the case of Herring v. British Transport Commission and it has been published by Taxation Publishing Co., Ltd. It is one of the key decisions on the deduction of income tax from damages and deals with a claim for loss of earnings by a haulier whose vehicle was damaged in a collision.

About a year ago there was such a demand for copies of the decision that *The Commercial Motor* had them duplicated as part of its service to readers. In at least one known case an operator was able, on the strength of the duplicated report, to resist a claim that tax should be deducted from damages payable to him.

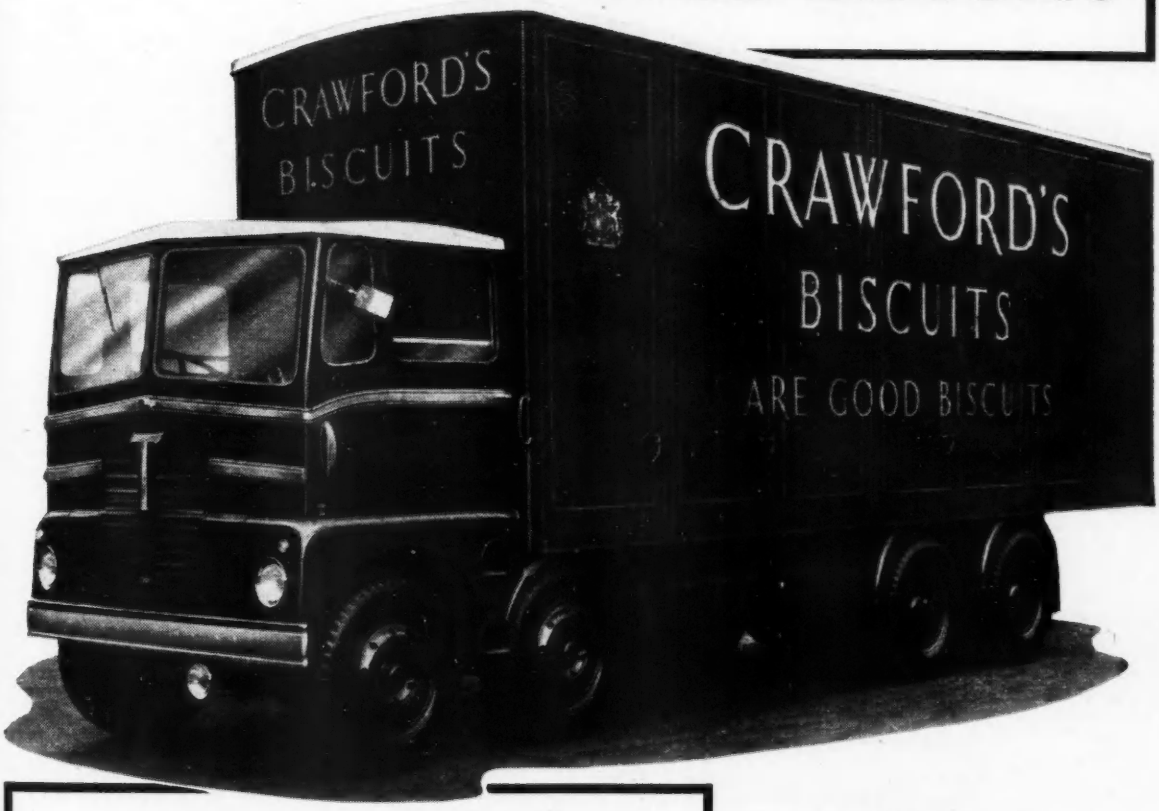
High Price of Honesty

IT is significant of the frightful rate of theft of vehicles and the difficulty of recovering them that Godfrey Davis, Ltd., are offering a reward of £1,000 for information about a Jaguar XK150 hire car, valued at some £2,000, which has been missing since February 9. They are hoping that a 50 per cent. reward, instead of the customary 10 per cent., will encourage an informer to come forward.

Almighty Dollars

AMERICAN tourists in Europe are now demanding air-conditioned coaches. They want their home comforts and will not be fobbed off with fans and other apologies for air filtration, refrigeration and dehumidification. It looks as though catering for Americans is going to be expensive.

1650 cubic feet of TINS of GOOD BISCUITS



THE IDEAL 8-WHEELER

THORNYCROFT 'TRUSTY'

18 ft. 4 in. or 14 ft. 6 in. wheelbase

Choice of three rear axle drives

Wm. Crawford & Sons Ltd., of Liverpool, the well-known biscuit makers, recently added this "Trusty" box van, with cab and body by Davidson of Liverpool, to their fleet. It is in regular and profitable service between Liverpool and Edinburgh with maximum loads of quality biscuits.

Write for further details and illustrated leaflets.

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED
THORNYCROFT HOUSE, SMITH SQUARE, LONDON, S.W.1 Abbey 8000

c27

The meaning of SMITHS
TO DUPLE COACH OPERATORS

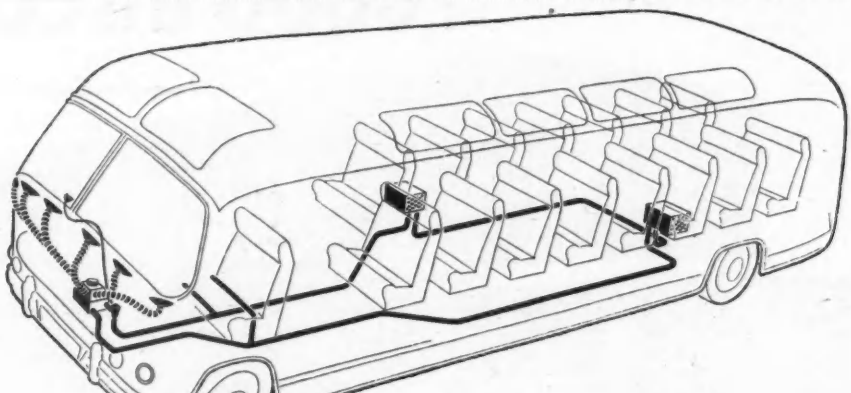


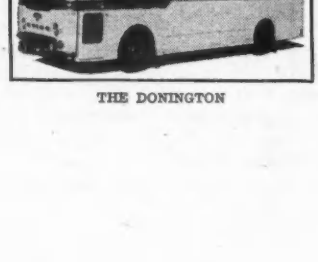
DIAGRAM OF THE SMITHS R.550 HEATERS AND F.376 WINDSCREEN DE-MISTER AS INSTALLED IN A DUPLE COACH



THE BEDFORD SUPER-VEGA



THE COMMER LUXURY COACH



THE BRITANNIA



THE DONINGTON

Four outstanding examples of Duple's splendid 1959 designs

The high reputation of British coach-travel is enhanced by Duple luxury coachwork, and part of the luxury is provided by SMITHS.

Travellers in Duple coaches are always comfortable, even in the severest conditions on exacting Continental tours—SMITHS Coach Heaters, designed and made by Britain's vehicle-heating experts, keep coaches at an even, pleasant temperature inside, however deep the snow is outside.

The drivers of Duple coaches also owe a lot to SMITHS. They are kept comfortable and alert, and SMITHS built-in de-misters keep the windscreen clear at all times. The passengers are safer, and the strain of driving is reduced.

Incidentally, SMITHS de-misting equipment is indispensable to the up-to-date coach-operator who specifies fixed windscreens.

The coach radio and passenger address installation in a Duple coach also comes from SMITHS—it's SMITHS Radiomobile equipment designed *specifically* for this important job.

SMITHS a name with a world of meaning to road-travel

For heater leaflets S1359 and S1361 write to:
SMITHS MOTOR ACCESSORY DIVISION, WITNEY, OXON. TELEPHONE WITNEY 678

c28

Political Commentary *By JANUS*

Unofficial Target

IF prestige happened to be an important consideration for the C-licence holder, he would be getting more and more annoyed with the Labour party as the general election draws nearer. They doggedly refuse to admit officially his existence. At least they do the haulier the dubious honour of including him in the list of industries they plan to nationalize. It is clear that as individuals the Socialists are equally determined to restrict the C-licence holder. But they do not consider him worth a reference in the party's policy statements.

This is one possible explanation. It is just as likely that the Socialists are risking as much unpopularity as they dare by their reference to long-distance road haulage. Even so, the risk they are taking may lead to disaster. Not long ago public interest in nationalization was quiescent, and it was not regarded as a major issue for the election. More recently its political importance has increased, particularly as the Conservatives and the Liberals are beginning to grasp the value to them of what the Labour party have pledged themselves to do.

The Socialists can be made to condemn themselves out of their own mouths. In a recent television discussion, Miss Jennie Lee, stimulated by a question on nationalization, painted a picture of increasing State control that, while it may have brought tears to the eyes of convinced Socialists, must have helped many waverers to determine to give their vote elsewhere. Mr. Enoch Powell was content to sit back and make encouraging noises. Miss Lee probably put his case much better than he could himself.

One possible criticism is that he did not widen the question so as to include the C-licence holder. He might have provoked Miss Lee to enlarge her attack in the same direction, but the C-licence holder might also have been given something tangible to answer. As it is, the haulier, because he is proscribed by name, can take relief in action. He has been handed a declaration of war and nobody can blame him for fighting. The C-licence holder is like the civilian in modern warfare. He cowers in his shelter, and feels no safer because officially he is not a military target. Temperamentally, he would rather be mounting the barricades or helping the anti-aircraft gunners.

Potential Threat

The choice for the C-licence holder is hard. He would like to know definitely where he stands with the Labour party, but a public statement may bring disadvantages with it. There is a hidden strength in the fact that most people who have no direct interest in transport are unaware of the potential threat to the C-licence holder. If questioned, they would think it incredible that a political party wished to stop traders from carrying their own goods. They would consider it as on a level with a threat to prohibit the use of private cars.

Political issues such as nationalization are not common. Most of the debates in Parliament, even some of the most acrimonious, reveal no profound difference of opinion if they are examined carefully. The Opposition have a right to probe and criticize the actions of the Government, but would very likely do exactly the same if they were in power. On certain matters, such as road construction, the preservation of the railways and the reduction in the number of accidents, the parties do not even bother to disguise their agreement.

It is not always clear why this should be so. There seems no reason why one party should not be in favour of preserving the railways and the other in favour of their abolition. Such a polarization of policy is extremely unlikely. If the railways fall out of favour, the process will be gradual and it will be common to all parties. Nationalization resembles those substances that make good conductors. It is highly charged with the current of party politics, whereas the railways are practically immune.

In this respect most people would place the C-licence holder in the same category as the railways. If he is to be restricted, it should be only in response to overwhelming public demand cutting completely across party barriers. Such a demand is so improbable that it can be ignored.

The dilemma of the C-licence holder arises from the fact that, almost in secret, the Labour party are manufacturing an image of him as a party political figure. If he challenges them, he is in appearance accepting the image as true. He runs the risk that a proportion of Socialists will become his antagonists because they are prepared to accept their party's policy as a whole without examining each detail. If he keeps silent, he can be satisfied that he has hardly an enemy. Unfortunately, such enemies as there are happen to be leading figures in the Labour party. Left to their own devices, they will spring the trap if and when they are in power and ready to introduce restricting legislation. By that time the C-licence holder may have left it too late to mobilize support.

Universal Goodwill

The lack of political heat assures the C-licence holder at the moment of almost universal goodwill. It also tends to make public opinion less stable. People have no standards by which to judge the arguments put up by either side. Where nationalization of road haulage is concerned there is abundant evidence. The Labour party have made the experiment already and it was conspicuously unsuccessful. The C-licence holder cannot point to a similar experience.

The public have no rooted objections to restrictions as such. They are familiar with licensing for various purposes, including the running of a road haulage business. The Conservatives, greatly to their credit, dismantled most of the complicated apparatus of control established during the war, but have not given complete freedom. The growing inclination of all Governments is to keep industry under surveillance, to curb monopolies and price rings, and to frown upon restrictive practices. In principle, public opinion is behind the Governments.

The right to carry one's own goods is so natural that merely to state it carries complete conviction. Like many truisms it does not always benefit from expansion. As soon as the C-licence holder turns to examples and analogies he runs the risk of blurring the issue. He is tempted—and sometimes gives way to the temptation—to maintain that he should know better than anybody else whether or not he needs his own vehicles. In most cases this is true, but the principle must admit of exceptions.

Not every trader is omniscient and wise; it has to be conceded that occasionally C-licensed vehicles will be bought for traffic that could be more effectively carried by public transport. In the same way some people would be well advised to get rid of their cars. Nobody suggests making it compulsory to prove need for a car, and the trader's van or lorry is in exactly the same category.

Planning for Profit

THOSE LOG SHEETS

Obligation to Complete Daily Records of Work is Not Invalidated by the Occasional or Secondary Nature of the Journeys

DAILY RECORD OF HOURS OF WORK, JOURNEYS AND LOADS

Name of Licence holder..... Date.....

Section 1. **Period of Work**

(1)	When last ceased work (2)	Time work begun (3)	Intervals of rest From (4)	Intervals of rest To (5)	Time ceased work (6)	Total time worked exc. rest periods (7)
DRIVER	Date ..... h. m.*	h. m.*	h. m.*	h. m.*	h. m.*	h. m
STATUTORY ATTENDANT						

Section 2. **Particulars of Journeys and Goods**

A, B or C Licence No. (1)	Reg. No. (2)	No. of Trailers (3)	† District served (4)	Goods Description (5)	Goods Max. weight at any time (6) Tons	Cwt.

* State in each case if a.m. or p.m.
† Places should be inserted which adequately indicate the extent of the district served.

.....*Signature of Driver*

Form to be used by full-time drivers on collection and/or delivery within 25 miles radius from loading base

LOG sheets—and the hours they should record—have been increasingly in the news in recent months. Doubts have been expressed as to both the accuracy and intent with which they are compiled, whilst a deputation from the Road Haulage Association met the Parliamentary Secretary to the Ministry of Transport last month to discuss the liability of employers when such inaccuracies occur.

Nevertheless, many users of commercial vehicles remain ignorant of the law regarding licensing, hours of work and the keeping of records. An incident, small though it may be in isolation, which was brought to my notice last week provides a clue to this apparently irrational situation.

A decorator in a London suburb needed a new car. The 8 h.p. model he had used for many years to tow his two-wheeled trailer loaded with the goods of his trade had had its day. But there was a waiting list for that particular model and ancillary transport was vital to his livelihood. So he accepted what seemed a reasonable compromise—the same type of chassis but with a van body. This was available for immediate delivery and provided a substantial saving on initial outlay because of the lower rate of purchase tax.

When it was explained to him later what problems he had thereby created, the purchase appeared much less attractive. Because, by construction, it is deemed a goods vehicle, his van will be restricted to a maximum speed of 30 m.p.h. and require a carrier's licence to enable him to transport his equipment and customers' materials. As the holder of a C licence he would then be obliged to observe the prescribed law relative to drivers' hours and keep daily records of his hours of work.

Though some ancillary users may understandably look upon transport as of secondary importance to manufacture or trading, such an attitude in no way absolves them from compliance with road transport law. The example quoted here is typical of the circumstances in which omissions and irregularities in the keeping of records can unwittingly arise. The extent to which they can occur in only one section of road transport is indicated by the existence of nearly 700,000 C-licence vehicles in the small-van category. Even if it is arbitrarily assumed that only 600,000 are on service on any of 250 working days per year, a minimum of 150m. daily log sheets per year would be required to be completed.

Whatever views may be held as to the contribution such clerical activity really makes to the cause of road safety, particularly as regards owner-drivers of small vans, holders of carriers' licences must keep, or cause their drivers to keep, a current record, generally known as a log sheet. Unfortunately, as readers' inquiries reveal, the apparent simplicity of this requirement, coupled with those prescribed in regulations concerning maximum permitted hours of work, belies the complications which can arise in day-to-day operation.

When considering these regulations it is essential from the outset to understand the precise definition of the words and terms used, as these often contain the answer to operators' problems. For the purpose of Goods Vehicles (Keeping of Records) Regulations, 1935, for example, a driver is defined as a person employed by the holder of a licence as driver of a vehicle authorized under that licence or on work in connection with a vehicle or its load. It also includes the holder of a licence when acting as driver and the expression "driving" should be construed accordingly.

Similarly, the term "work" includes

(*Continued on page* 229)

DAILY RECORD OF HOURS OF WORK, JOURNEYS AND LOADS

Name of Licence holder..... Date.....

Section 1. **Period of Work**

(1)	When last ceased work (2)	Time work begun (3)	Intervals of rest From (4)	Intervals of rest To (5)	Time ceased work (6)	Total time worked exc. rest periods (7)
DRIVER	Date ..... h. m.*	h. m.*	h. m.*	h. m.*	h. m.*	h. m.
STATUTORY ATTENDANT						

Section 2. **Particulars of Journeys and Goods**

A, B or C Licence No. (1)	Reg. No. (2)	No. of Trailers (3)	JOURNEY LEFT † Place (4)	JOURNEY LEFT Time (5)	JOURNEY ARRIVED AT † Place (6)	JOURNEY ARRIVED AT Time (7)	GOODS CARRIED Description (8)	GOODS CARRIED Max. weight at any time (9) Tons	Cwt.	GOODS CARRIED Destination (10)
				h. m.*		h. m.*				

* State in each case if a.m. or p.m.
† Places should be inserted which adequately indicate the extent of the journey.

.....*Signature of Driver*

Form to be used by full-time drivers on journey work.



Operated by Masterways, Coventry, a 17 ft. 3 in. wheelbase "MERCURY" double-deck 8-car transporter with special Carrimore body and trailer with an overall length of 59 ft. 3 in. Fitted with Eaton two-speed rear axle. "Mercury" unit weighs 7 tons 6¾ cwt.

The LONG and the SHORT of a versatile vehicle

One reason for the sweeping success of the A.E.C. "Mercury" is its remarkable versatility—its fitness for almost any type of transport. Two models of 12 and 14 tons gross—up to 18 tons gross train weight—provide a range of wheelbases from 8 ft. 9 in. to 17 ft. 3 in. so that whatever the need, general or specialized, there's always a "Mercury" that's tailored for the job. Add to this the ample lively power from a well proved 112 b.h.p. engine, a really sturdy chassis, running and maintenance costs cut to the minimum, and the A.E.C. "Mercury" stands out as the pre-eminent vehicle for all middleweight loads—whether they're long or short, bulk or divisible.

A.E.C. "MERCURY"

- **Mark I 12 tons gross—Wheelbases 8ft. 9in. to 16ft. 3in.**
  Mark II 14 tons gross—Wheelbases 11ft. 6in. to 17ft. 3in.
- **A.E.C. 6-cyl. 112 b.h.p. wet-liner diesel engine.**
- **5-speed synchromesh gearbox.**
- **Mark I Vacuum-hydraulic brakes.**
  Mark II Air-pressure brakes.



One of eleven, 14-ton gross "MERCURY" tippers operated by L. Ryan, Cardiff. Wheelbase 11 ft. 6 in., fitted with Pilot 10 cu. yd. all-steel bodies and tipping gear. Overall length 13 ft. 9 in

AEC SOUTHALL

A.C.V. SALES LIMITED · A.E.C. WORKS · SOUTHALL MIDDX

c31

2 NEW MULTIGRADE OILS

BY WAKEFIELD-DICK



MULTIGRADE OILS are those which come nearest to maintaining an absolutely uniform viscosity throughout the whole range of working temperatures.
These two new oils — DEUSOL G/M AND DEUSOL CR/M possess not only the advantages of being multigrade oils, but they offer also these six star features so important to operators of diesel or mixed diesel and petrol fleets:

- **Extra Engine Protection**
- **Easier Starting**
- **Reduced Oil Consumption**
- **Fuel Saving**
- **Longer Battery Life**
- **Easier Storage**

DEUSOL G/M

This oil is designed for all petrol engines and mixed fleets of diesel and petrol vehicles, where the diesels are not operating under arduous conditions.

DEUSOL CR/M

For use in all diesel fleets. Particularly suitable for vehicles performing under rigorous conditions using a high sulphur content fuel.
Both Deusol G/M and Deusol CR/M are backed by 50 years specialised experience in the research and manufacture of lubricants.

TRANSPORT WAKEFIELD-DICK LUBRICATION

WAKEFIELD-DICK INDUSTRIAL OILS LIMITED
67 GROSVENOR STREET, LONDON, W.1.
A member of the World-Wide Wakefield Castrol Group

c32

work of any description performed by a driver or statutory attendant under the terms of his employment, whether in connection with a vehicle or its load or otherwise.

Although commonly regarded as such, log sheets are not statutory forms in the sense that the precise layout is determined. The relevant regulation requires that a current record shall give the information prescribed on four sample forms. The two shown here relate to full-time drivers operating either within a 25-mile radius or on journey work. The information required to be shown when part-time drivers are employed is similar, with the addition of an extra column in Section 1 (between columns 5 and 6) headed "Total time spent in connection with vehicle or load." So long as this basic information is included, operators may add such details as may suit their circumstances.

Alternatively, it is possible to devise a composite form suitable for use on any of the four occasions—full-time or part-time drivers on work within a 25-mile radius, or on journey work. Although this arrangement may appear initially ideal, where operation is almost entirely in one category it must inevitably involve waste of space, because some columns will remain unused, as well as making the form unnecessarily complicated.

There are, however, exemptions from this obligation to keep records. Holders of licences need not do so when driving on journeys in no way connected with their trade or business, or where a vehicle is used within a radius of 25 miles in the business of agriculture. Similarly, a vehicle used in the business of a travelling showman is also exempt if the journey does not exceed 50 miles in any period of 24 hours. A partial exemption applies to a vehicle on contract to carry mail. Whilst the driver must still record hours of work and rest as prescribed in Section 1 of each form, details of journeys and loads are not required.

Entries to be Made on the Spot

Each item of information must be entered on the record as soon as possible. Thus, in the accompanying forms, at least columns 1, 2 and 3 in Sections 1 and 2 must be completed immediately on commencement of duty (in addition to filling in the heading), even if the vehicle made its first trip empty.

Other details must be entered as soon as they become available, and the record carried by the driver until that particular period is completed. He should then sign it and deliver it to his employer within seven days. Even so, if it can be shown that it was not reasonably practicable to return it in seven days he would not be guilty of an offence.

Incidentally, this permits seven days' records to be combined on one sheet, should this arrangement be more appropriate to the operator. Conversely, a driver engaged on a trip lasting more than a day is under no obligation to produce the previous day's record, which, in the event, he may already have posted back to his employer along with other documents.

Dispensation from the requirements of these regulations can be granted by the appropriate Licensing Authority, and applications, in writing, should state the reasons why it is not practicable to observe the requirement concerned. Where granted, the holder of the licence must enter on the form a note as to the extent and duration of the dispensation.

Apparent anomalies regarding log sheets are often the subject of readers' inquiries. Almost inevitably the operation of dual-purpose vehicles is raised in this connection. According to the particular circumstances, log sheets may or may not be required to be kept by the driver of such a vehicle.

If the goods carried are limited to personal effects, tools or samples and, in consequence, no carrier's licence is required, records need not be kept. If goods are carried for hire or reward or in connection with any trade or business, a carrier's licence is needed. As a result, no matter how limited the carriage of such goods might be, the driver must keep records at all times while in the employment of the licence holder.

Anomaly in the Law

Although an apparent injustice, one driver may be obliged to keep records and another may not, although both are engaged on the same work and with similar vehicles. This results from the exemption from the keeping of records allowed in the case of a vehicle used in the business of agriculture. But a professional haulier doing similar work alongside a farmer's vehicle, for example, would still be obliged to keep records of his hours of work.



William Fulton, Ltd., Manchester, owns this A.E.C. Mammoth Major box-van with body by Messrs. S. Burrow. There are leading doors at the side and end. The vehicle carries textiles on a regular Manchester-Paisley trunk service and has extra bearers to prevent the sides from bulging as cloth settles during a journey.

Apart from the legal aspects, operators would be well advised to give careful consideration to the ease with which the layout of any proposed log sheet would fit in with their other engineering and traffic records. Even for a comparatively small fleet of 20 vehicles engaged on a five-day week, the resulting annual requirement of around 5,000 log sheets would amount to an expensive item of stationery.

Even so, although it must be admitted that it is obviously more economical to design forms so that they can be used on both sides, it is uncommon for this to be done in the case of log sheets. The reason is probably that the greater risk of possible omissions on the reverse side, with legal consequences, is too great. An alternative arrangement is to have all legal data entered on the front of the log sheet, together with such additional information as daily mileage, petrol and oil issues, whilst on the reverse side provision would be made to enter the details of exceptional occurrences, such as delays, breakdowns or tyre changes.

Although it is possible to use the log sheet as a basis for the payment of drivers' wages, in practice this is not always as satisfactory as it might at first appear. The requirement that a record of drivers' hours of work must be available for inspection for at least three months may be inconvenient when an attempt is made to use the same record for authorization of payment of wages. Particularly would this be so if other departments also had urgent need of the log sheets for analysis of mileage, tonnage and fuel consumption.

On balance, many operators have found that the most workable system is to transfer whatever data they require from the daily log sheet to a weekly summary. Thereafter, the log sheet is kept solely for inspection and destroyed after the statutory period of three months has expired, unless, of course, a prior request has been made for inspection by the Licensing Authority.

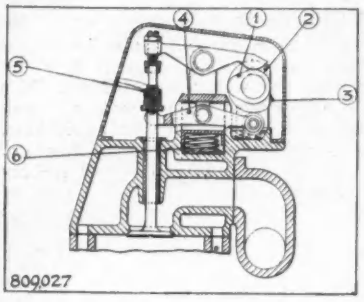
S.B.

B33

Valves Closed by Cams

ALTHOUGH spring-closed valves are used almost universally, progressive designers have always had positive two-way operation in mind, the valve being cam-closed as well as cam-opened. A scheme of this nature is disclosed in patent No. 809,027. (J. Suckling, 47 Cashmere Road, Christchurch, New Zealand.)

The drawing shows the scheme applied



to an overhead valve. The normal cam (1) moves a conventional rocker and pushes on the end of the valve stem; this part of the design is standard practice.

By the side of the normal cam is a second one (2); this is a negative of the other, having a flat portion (3) opposite the lobe of the first cam. A roller-ended rocker (4) transmits the thrust to the underside of a collar (5) on the valve stem; this is screwed and forms a means for adjustment.

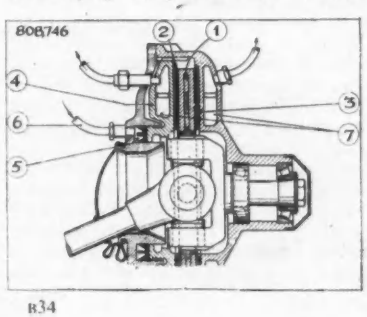
The closing action is not entirely positive, a spring loading being incorporated in case excessive strains might be set up. The spring is housed under the pillar (6) on which the lower rocker is pivoted.

The design is said to ease the load on the camshaft, eliminate slack and resultant noise, and permit slow rotation of the valve.

DISC-BRAKE COOLING

PATENT No. 808,746 describes a scheme for cooling disc brakes. It is proposed to water-jacket the brake assemblies and include them in the conventional cooling system of the engine. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

The drawing shows a half-section of a disc brake according to the invention. The innermost disc (1) is the rotary member carrying facings of friction material.



It runs between a pair of cast-iron rings (2), one on the fixed face (3) and the other on a sliding member (4). The sliding member is an annular piston which, when the space (5) is pressurized hydraulically via the pipe (6), forces the assembly into braking contact.

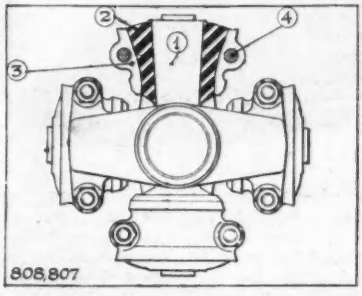
The subject of the patent is the water jacketing as shown at 7. Water from the engine radiator enters the bottom and after circulating leaves via the top pipe connections.

An additional advantage of the scheme is that during a long descent the engine water may tend to cool off. It is prevented from doing so by the heat produced by the braking system.

WIDE-ANGLE UNIVERSAL COUPLING

PATENT No. 808,807 deals with universal joints for incorporation in the drive shafts of an independently sprung vehicle. The joint is of the Hooke type and uses rubber bushes. The bushes can withstand considerable deflection without adding undesirable stiffness to the suspension system. (Moulton Developments, Ltd., The Hall, Bradford-on-Avon, Wiltshire.)

A four-armed spider (1) forms the coupling member and each arm is pro-

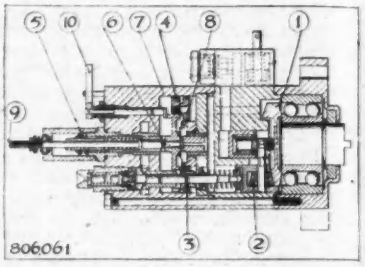


vided with a bonded-on rubber bush (2). The arm is tapered and so is the bush, the large end outward in both cases. To the outside of the bush is bonded a metal shell (3) having a flared bore. The shell is split like a big-end bearing and the split is open when free. When the bolts (4) are tightened, the joint is closed and the rubber put under compression.

The distance between the bolt-holes of the forks is greater than the corresponding dimension between the holes in the spider; this means that the rubber sleeves have to be pulled outwards during assembly and so stress the rubber radially. This feature, coupled with the compression of the rubber, is said to lower the stiffness rate and so avoid alteration to the suspension under varying drive-shaft angles.

SELF-GOVERNING INJECTION PUMP

AN injection pump for compression-ignition engines is shown in patent No. 806,061. The chief novelty lies in the layout and action of the quantity regulating control. (Mono-Cam, Ltd., Oak Lane, London, N.2.)



The plungers lie parallel with the spindle axis and a single cam works all of them in succession. The cam is shown at 1 and each plunger carries a mating roller (2), both being conical in outline.

To give quantitative control, each plunger works through a sleeve (3). The vertical position of this determines the point at which the spill ports are uncovered. All the control sleeves are held in a carrier disc (4) which is urged by a spring (5) into the full-fuel position.

The spilled fuel must first pass through an obstruction caused by a tapered needle (6). A pressure proportional to speed is built up in the chamber (7) which is separated from the lower space by a flexible diaphragm (8) and this pressure acts upon the carrier disc against its spring.

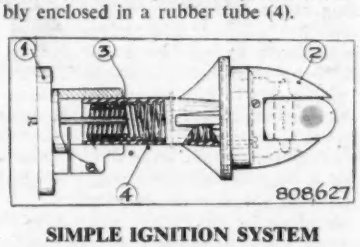
The tapered needle forms the main external control and is connected to the accelerator at the end (9). If set in any position, a drop in engine speed will cause the spill pressure to fall, causing the carrier disc to move in a direction corresponding to an increase in fuel.

The lever (10) is an excess-fuel device for starting; it allows the carrier disc to rise beyond the normal maximum position.

A DAMAGEPROOF SIGNAL LAMP

TRAFFICATORS which protrude from the side of a vehicle are liable to be damaged. A lamp fitting claimed to be able to resist impact is described in patent No. 808,627. (S. Bengtsson, Rattgatan 6, Langedrag, Sweden.)

A flange fitting (1) on the vehicle forms the anchorage, the lamp being shown at 2. The connection forms the subject of the patent; this consists of right-hand and left-hand coil springs (3) fitting tightly inside each other, with the whole assembly enclosed in a rubber tube (4).



SIMPLE IGNITION SYSTEM

AN ignition system requiring no make-and-break mechanism forms the subject of patent No. 808,714. A high-frequency oscillator, preferably using transistors, generates a high voltage which is fed direct to the sparking plugs via a distributor. The patentee is M. Guiot, 11 rue de la Neva, Paris.

DAY & NIGHT SERVICE
for Guy Operators



GUY 24-HOUR SERVICE

The Day and Night Service facilities operating at Wolverhampton, have now been extended to the company's London depot, Porteus House, Porteus Road, Paddington, LONDON, W.2. Telephone: Paddington 4492.

Round the clock service is also available up and down the country, at Guy distributors. A few of these are listed here. *Write for full details.*

ROUND-THE-CLOCK SERVICE FROM THESE DEPOTS

Guy Motors Ltd., Fallings Park, Wolverhampton
TEL: WOLVERHAMPTON 31241

Guy Motors Ltd., Porteus Road, London, W.2
TEL: PADDINGTON 4492

Barker & Williams Ltd., Bordesley Green, B'ham, 9
TEL: VIC 3394 (4 LINES)

T.G.B. Motors Ltd., Junction Street, Burnley
TEL: BURNLEY 2262 (3 LINES)

T.G.B. Motors Ltd., Woone Lane, Clitheroe
TEL: CLITHEROE 784 (4 LINES)

Marshall's Garage (Bawtry) Ltd., Bawtry
TEL: BAWTRY 260 & 346

Alma Garages (Bristol) Ltd., 74 Feeder Rd., Bristol, 2
TEL: BRISTOL 77667

Williams Motor Co. (Manchester) Ltd.
5 Trafford St., M'chester TEL: BLACKFRIARS 0679/0670

GUY MOTORS LIMITED . WOLVERHAMPTON

D35

AUSTIN COMMERCIALS

AUSTIN
Car Mart Ltd
LINKED TOGETHER FOR OVER 50 YEARS



THE CAR MART SERVICE AND SALES DEPOT AT WELSH HARP

- **IMMEDIATE DELIVERY OF MOST MODELS 5 cwt. to 10 tons**
- **SPECIAL BODYWORK DEPARTMENT**
- **24 HOURS A DAY SERVICE**
- **40 to 50 USED COMMERCIALS ALWAYS AVAILABLE**

The Car Mart Ltd

LONDON DISTRIBUTORS

COMMERCIAL VEHICLE DIVISION
WELSH HARP · EDGWARE ROAD · N.W.9
HENDON 6500

AND BRANCHES AT EALING · STREATHAM · CATFORD · COLCHESTER

836

THE COMMERCIAL MOTOR CLASSIFIED ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by FIRST POST TUESDAY. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 10d. per word (Minimum 12 words 10/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/-. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to TEMPLE PRESS LIMITED and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS. Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circularizing and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES:
Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 62464.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-8.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

6X6 Unregistered ex-W.D. diesel/petrol chassis and cabs, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only. M.o.S. rebuilds. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-644

MAMMOTH Major 18-ft. 9½-in. wheelbase drop-side truck, 24-ft. 6-in. wooden body, first registered May, 1950, unladen weight 7 tons 11 cwt. 0 qr. 0 lb., the whole vehicle in first-class condition, £1,300. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 803-66

A.E.C. Matadors, tractors, diesel, ex-M.o.S., reconditioned 7.7-litre diesel engines, 4 by 4 and 6 by 6, with power winches, A.E.C. 2,500-gal. tankers, unregistered, ex-M.o.S. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 803-118

1955 A.E.C. Mercury, just been fully overhauled, new cab, will be ready in three weeks' time, can be seen at A.E.C., £1,250; must be sold. Write Box CM0317, care of "The Commercial Motor." 803-170

1948 A.E.C. ex-W.D. 6 by 4, 7.7 engine, good condition, £150. Justice, Langley Mill 3182. Home 3625. 803-156

1952 A.E.C. 8-wheeler, 9.6 engine, air brakes, 24-ft. body, 10.00 by 20 tyres, in excellent running order, choice of two, £1,350 each.

1949 A.E.C. 8-wheeler, 9.6 engine, 24-ft. body, in very good order throughout, has been well maintained, choice of two, £750 each.

1946 A.E.C. 4-wheeler, 7.7 engine, 20-ft. body, in very good running order, £450.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-291

A.E.C. Matador 4 by 4 diesels, genuine low mileage, ex-M.o.S. vehicles, reconditioned in our workshops, complete with 7-ton winch, H.D. drawbar gear front and rear, independent certificate of inspection with each vehicle. Faulkners (Transport), Ltd., Wallington, Fareham, Hants. Fareham 4234-5. 803-272

A.E.C. Matador 7.7 diesel tractor, 4 by 4, 1400 by 20 tyres, power winch, £325. H. Hooker, 48 Ormside St., London, S.E.15. Phone, New Cross 0980, 2155. 803-xB5900

1957 A.E.C. Mercury, platform body, immaculate condition, fitted heater and flashers, etc.

DUROSE GARAGE, Liverpool Rd., Newcastle, Staffs. Phone, Newcastle, Staffs, 52251. 803-486

A.E.C. Matador, 7.7 engine, gearbox fitted air pump, complete with starter, etc., nearly new, ex M.o.S., heard running, £110. Whiting, Station Yard, Beighton. Phone, Sheffield 344504. 803-471

LATE 1947 8-wheeler, 9.6 engine, booster box, in first-class condition, £650. 4 Carruthers St., Liverpool, 3. Central 2047. 803-xA5878

ALBION

HILLS.

1952, November, ALBION heavy 6-wheeler end tipper, double-drive, 19-ft. 6-in. body with 2-ft. panelled drop-sides, Pilot 15-ton underfloor gear, 11.00 by 20 front, 9.00 by 20 rear, unladen weight 7.11.1, carefully maintained.

HILLS GARAGES, Port St., Manchester. Central 4311. 803-83

ATKINSON

THE NIGHTINGALE ENG. CO., LTD.,
ATKINSON VEHICLES.
LONDON SALES AND SERVICE STATION.
FAVOURABLE DELIVERIES
ALL MODELS.
PART-EXCHANGES AND H.P. ARRANGED.
NEW AND USED 8-WHEELERS ALWAYS IN STOCK.
THE NIGHTINGALE ENG. CO., LTD.,
BALHAM, S.W.12. BAT 2193 (five lines). zzz-0628

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.,
THE MAIN ATKINSON DISTRIBUTORS.
COMPREHENSIVE spares always available.
PRICE'S (EARL SHILTON), LTD.,
"THE ATKINSON PEOPLE,"
NEW STREET,
EARL SHILTON,
NEAR LEICESTER.
Phone 3321-2-3. zzz-917

1947 ATKINSON 6-wheeler, sound condition, £625. Acorn 6911. 803-318

AUSTIN

MARSTON MOTOR CO., LTD.,
SEVEN SISTERS ROAD,
TOTTENHAM, N.15.
PHONE, STAMFORD HILL 8000.
SERVICE AND SPARES.
SPECIALISTS IN ALL TYPES OF BODYWORK. zzz-699

4 X 2, 4 x 4, 6 x 4, unregistered ex-W.D. trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-829

AUSTIN 1955 LDI model 20-cwt. van, one owner (from new, under 20,000 miles, new set of tyres, excellent throughout, £295. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; after 7, Cherrywood 4322. 803-24

AUSTIN 1946 boxvan, 3-ton model with special aluminium body, attractive price for quick sale. Box CM036, care of "The Commercial Motor." 803-8

VINCENTS OF READING, LTD.

AUSTIN 2-3-ton petrol long-wheelbase normal-control drop-side truck, 12,000 miles only, in excellent condition throughout, £625, one owner, first registered 28.12.56.

AUSTIN 1-ton petrol van, in very good condition throughout, reconditioned engine just fitted, £375, first registered 28.2.55.

STATION SQUARE, Reading. Phone, Reading 54204, 804-7309

1954 AUSTIN Loadstar 5-ton truck in excellent condition, £250.

GORDON KING MOTORS, LTD., Mitcham Lane, S.W.16. Streatham 3133-4. 803-258

CLASSIFIED ADVERTISEMENTS
INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	Page 43
NEW GOODS VEHICLES FOR SALE	,, 55
USED PASSENGER VEHICLES FOR SALE AND WANTED	,, 57
NEW PASSENGER VEHICLES FOR SALE	,, 61
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	,, 62
SPARE PARTS AND SUPPLIES	,, 63
MISCELLANEOUS ADVERTISEMENTS	,, 68

Used Goods Vehicles (contd.)

CAR MART, LTD.,
SIX MONTHS' GUARANTEE.
WHERE STATED
10 P.C. DEPOSIT.

1958 AUSTIN A35 van, £355.
1948 AUSTIN 2-3-ton boxvan, £125.
1958 AUSTIN A35 van, guaranteed, £385.
1954 AUSTIN 25-cwt. 3-way van, £275.
1955 AUSTIN A40 van, £295.
1951 AUSTIN A70 utility, £295.
1956 AUSTIN 1½-ton van, guaranteed, £575.
1955 AUSTIN 1-ton van, £425.
1948 AUSTIN 2-3-ton drop-side truck and tilt, £125.

THE CAR MART, LTD.,
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 803-70

G.T.C. (COMMERCIALS), **LTD.**

1956 B.M.C., diesel, Ford control, 5 ton, 900 cu. ft., alloy boxvan, separate cab, exceptionally clean, one owner, £725.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 803-77

1955 AUSTIN B.M.C. diesel 3-ton long-wheelbase tipper, £475.
1954 AUSTIN Loadstar 5-ton long-wheelbase diesel, P6 engine, £400.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 803-137

1957 5-ton AUSTIN F.C. diesel, fitted with 7-ton equipment, 2-speed axle, overdrive, original tyres, £850.

AUSTIN 1955 N.C. 3-ton diesel truck, in first-class condition, £425.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 803-147

1954 AUSTIN 5-ton boxvan, aluminium body, Durolite floor, fitted Perkins P6 engine, 2-speed rear axle, nearly new tyres, one owner, ready immediate use, £550. J. Valler, The Dean, Alresford, Hants. Phone 2344. 803-x5717

1957 AUSTIN A35 van, many extras, very low mileage, excellent condition, £345.
1954 5-ton AUSTIN articulator, 4,000 miles, diesel P6 engine, in good condition, £435.
1945 AUSTIN 2-3-ton drop-sided truck, £40.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-228

AUSTIN Loadstar Luton, 1,500 cu. ft., 1951, Perkins P6 engine fitted recently, 34 by 7 tyres (85%), low loader, in good condition, £365. Clapton Motors, 64-70 Kenning Hall Rd., Clapton, E.5. Phone, Amherst 4606. 803-376

AUSTIN 25-cwt., very good condition throughout, £110. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 803-303

1950 AUSTIN 2-ton lorry complete with winch on back, fitted with new Trak Grip tyres, exceptionally good condition, £125; also 2-ton 1951 Austin Loadstar, complete with side rails, exceptionally good condition, £150. S. Beaman, 130 Level St., Brierley Hill, Staffs. 803-x5797

Used Goods Vehicles (contd.)

WRAY PARK GARAGES offer: 1956 AUSTIN 5-ton long-wheelbase drop-side truck, petrol F.C., ready for immediate use, choice of three, £550.

1955 AUSTIN Series III forward-control petrol drop-side truck, 14 ft. 6 in. body, one owner, £425.

1950 AUSTIN 2-3-ton normal-control drop-side truck, good tyres, ready for immediate use, £275. Reigate 2263. 803-285

1956 AUSTIN A40 van, excellent condition, £325.

1955 AUSTIN 3-ton petrol 3-way-loading vans, choice of two, £615.

1955 AUSTIN A40 van, £285.

1950 AUSTIN A40 pick-up, £165.

SCOTTORN, LTD., 173 Kingston Rd., New Malden. Malden 3633. 803-453

1956 7-ton long-wheelbase diesel platform lorry, 2-speed axle, power steering.

1955 5-ton petrol long-wheelbase boxvan.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 803-417

OCTOBER, 1955, AUSTIN 30-cwt. petrol drop-side truck, unwritten, clean, £350. Terms available. Alfred E. Neale, London Rd., Hertford 2561. 803-x5711

Austin Wanted

AUSTINS wanted, trucks, tippers, vans, etc. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-926

BEDFORD

SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedfords, all models; sent anywhere in Britain.

TIPPERS a speciality, petrol or diesel. Why not send your inquiries? A straight deal and real value guaranteed.

56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or 23280 after 6.30 p.m. zzz-775

E. J. BAKER AND CO. (DORKING), LTD.,

BEDFORD

MAIN DEALERS.

INQUIRIES will be welcomed for used commercial vehicles of all types from our large and comprehensive stock, including the following:—

BEDFORD Grosvenor Grafton, one owner, low mileage, two-colour finish, in all a most excellent vehicle.

1955 BEDFORD Dormobile, finished in grey, in excellent condition.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. See also under New Goods Vehicles—Bedford.

273 LONDON ROAD,

STAINES.

Staines 4211 (five lines).

1957, November, BEDFORD 6-ton normal-control short-wheelbase tipper, Bedford diesel engine, Anthony hoist and 6-cu.-yd. drop-side steel body, excellent condition, choice of 10 available shortly, £875 each.

1955 BEDFORD CA van, excellent condition, small mileage, £275.

1953, September, BEDFORD 4-ton Luton van, very good condition, £475.

1949 BEDFORD 30-cwt. Spurling van, good condition, £125.

1948 BEDFORD-SCAMMELL tractor unit, P6 engine, very good condition, £195.

1947 BEDFORD 2-3-ton long-wheelbase truck, £125.

WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and utilities.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 803-462

---

4 X 2, 4 x 4, unregistered ex-W.D., low mileage, M.O.S., rebuilt QLs, c/w winches if required, also very excellent selection of OY trucks with V.G. cabs. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-646

CHARLES WENSLEY AND SONS, LTD., 68 Ings Rd., Wakefield, BEDFORD main dealers. Early delivery of all models. Specialists in all types of coachbuilding, including refrigerated and insulated bodywork. Hire-purchase available and part-exchanges. Phone 2294-5, 3371. zzz-867

1956 BEDFORD R6 7-ton short-wheelbase on 9.00 by 20 tyres, Weston front-end gear and stabilizer, 11-ft. timber tipping body with 2-ft. sides, unladen weight 3 tons 10 cwt., in excellent condition throughout, price £795.

FOR further details please write or telephone, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge Southampton. Phone 2258. 803-7267

1956 BEDFORD 5-ton diesel double-drop-side long-wheelbase truck, £675. Woo 0165. 803-1

1948 BEDFORD-SCAMMELL tractor with short trailer, £65; 1948 Bedford tractor with two 20-ft. trailers, S.A.E. coupling, £120 to clear. EPM Co., 12 Hilton St., Pitsea St., E.1. Ste 2935. 803-94

1954 S-type tractor, R6 engine, and 20-ft. Scammell trailer, in good working order, £650. Hamblins Garage, Rectory Rd. Rushden 3211. 803-105

1954 BEDFORD 5-ton short-wheelbase tipper, £400.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich Phone, Wednesbury 0470, 1047. 803-140

BEDFORD, 1952, petrol chassis-cab, syncro. box, £150. Kennedy Bros. Rotherfield 286 (Sussex), evenings 287. 803-167

DISMANTLING S-type 7-ton BEDFORD.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 803-158

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.,

OFFICIAL BEDFORD MAIN DEALERS.

BEDFORDS ARE OUR BUSINESS.

WE have a wide range of good used BEDFORDS from 10-cwt. to 10-ton tractor units, every one good sound value. Our stock is ever changing.

BEDFORD LUTON VANS.

SPECIAL unrepeatable offer:—

BEDFORD Luton vans with brand new coachbuilt bodies of 1,000 cubic feet on Bedford O model 4-ton chassis, overhauled and guaranteed, unladen weight approximately 2 tons 18 cwt., £795 each.

NEW BEDFORDS.

NEW BEDFORD 4-ton N.C. 4-cylinder diesel chassis with new 1,000 cubic feet Luton body, unregistered, inclusive price £1,475 in primer.

NEW BEDFORD N.C. 7-ton tipper, diesel, list price.

NEW BEDFORD 5-ton long-wheelbase chassis-cab, diesel, list price.

PART-EXCHANGE your old vehicles and get up to date with a BEDFORD from our new or used stock. Why not take advantage of today's attractive hire-purchase facilities?

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. Saturdays.

LAWSON PIGOTT MOTORS, LTD.,

186 EAST BARNET ROAD,
NEW BARNET,
320 KING STREET, HAMMERSMITH,
LONDON, S.W.6.

Phone, Riverside 4111. 803-331

ARLINGTON MOTOR CO., LTD.,

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1958 300-cu.-in. diesel 7-ton long-wheelbase forward-control, 2-speed axle, 17-ft. 6-in. platform body, 55-gal. fuel tank.

1958 12-seater Workabus.

1957 12-seater Utilibrake.

1955-56 Choice of several 10-12- and 15-cwt. vans.

1955 7-ton long-wheelbase with Comet engine, 16-ft. platform body.

1954 Petrol 7-ton with 16-ft. platform body.

1954 7-ton long-wheelbase 16-ft. platform body with Leyland Comet reconditioned engine.

1953 Petrol 7-ton short-wheelbase tipper.

MAY WE

QUOTE YOU

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.

Phone Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M. SATURDAY. 803-419

CITY MOTORS, Botley Rd., Oxford 48021.

NEW BEDFORD 4-ton long-wheelbase diesel lorry, £1,182 6s. 7d.

NEW BEDFORD 3-ton long-wheelbase diesel Telehoist drop-sided tipper on Michelin XY tyres, £1,287 10s. 4d.

NEW BEDFORD 7-ton N/C Telehoist 7-cu.-yd. drop-sided tipper, 900 by 20 tyres, £1,816 2s. 7d.

NEW BEDFORD 7-ton diesel normal-control Telehoist tipper, £1,697 18s. 3d.

NEW BEDFORD 5-ton long-wheelbase diesel drop-side lorry, £1,348 19s. 11d.

1955 BEDFORD 7-ton long-wheelbase, petrol, platform, £485.

1955 BEDFORD 7-ton U-bodied petrol tipper, £560.

1956 B.M.C. 7-ton long-wheelbase truck, £750.

1948 BEDFORD 8-ton tractor with 20-ft. Tasker drop-frame trailer, mechanically sound, £195.

CITY MOTORS, Botley Rd., Oxford. Phone 48021. 804-177

LONG-WHEELBASE BEDFORD platform truck, double-drop-side, Perkins P6, £235.

STEVENS, 163 Chase Cross Rd., Romford (46942), Essex. 803-246

1958 BEDFORD 6-cu.-yd. tipper, 700 miles only, first registered February, 1959, petrol, £1,375. W. Harold Perry, Ltd., Station Bridge, Wealdstone, Middlesex. Harrow 1031. 803-252

1954-5-6 BEDFORD tipper in first-class condition, petrol or diesel, short-wheelbase 5-cu.-yd. Homalloy bodies, fixed sides. Choice of either of the above. Wright and Fletcher, 223-5-7 Green Lane, Liverpool, 13. Phone, Sto 6336. 803-x5714

1946 BEDFORD short-wheelbase steel body tipper, very good condition, £125. Edgware 2572. 803-266

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), LTD.,

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORD forward-control truck, Leyland Comet engine.

1955 BEDFORD long-wheelbase drop-side truck, diesel, £650.

1957 BEDFORD 10-12-cwt. van, colour black, £395.

1950 BEDFORD 3-ton boxvan, £225.

1954 BEDFORD 3-ton van, diesel, colour grey-blue, £475.

1946 BEDFORD 2-3-ton platform, £80.

1957 BEDFORD 5-ton truck, excellent condition, £775.

1956 BEDFORD 5-ton long-wheelbase truck, £645.

1954 BEDFORD Dormobile, 2-tone, £375.

1949 BEDFORD 8-ton tractor unit, £95.

1956 Grosvenor Grafton, maroon, ivory, £425.

1956 BEDFORD Utilabrake, colour red, £425.

SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.

PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.

OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD.,

466-490 EDGWARE ROAD,
LONDON, W.2.

AMBASSADOR 7211-5. PADDINGTON 0022-8. 803-269

CARMO OF LONDON.

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

A LARGE SELECTION OF REASONABLY PRICED USED BEDFORDS, INCLUDING:—

1954-58 BEDFORD 10-12-cwt. vans, large selection, reconditioned, repainted and guaranteed.

1956 BEDFORD 5-ton long-wheelbase truck.

1949 BEDFORD 2-ton long-wheelbase boxvan.

1949 BEDFORD 2-ton long-wheelbase truck.

1954 BEDFORD 25-cwt. truck.

1951 (First registered) BEDFORD 5-ton long-wheelbase platform.

1952 BEDFORD 5-ton diesel Luton van.

1951 BEDFORD 30-cwt. truck, first-class order.

NEW BEDFORDS

FOR IMMEDIATE DELIVERY.

VANS, CONVERSIONS

AND

LIGHT COMMERCIALS

UP TO 30 CWT.

LATEST LOW-DEPOSIT CREDIT TERMS.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

DEMONSTRATIONS ARRANGED ON ANY VEHICLE OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE,

LEIGHTON ROAD,
LONDON, N.W.5.

Gulliver 5555. 803-474

COACHES AND COMPONENTS, BEDFORD main dealers.

1959 BEDFORD 4-ton, 4-cylinder diesel, with 1,450 c.c. Luton body, brand new.

1958 BEDFORD 6-ton diesel chassis-cab, unregistered.

1957 BEDFORD Workabus, choice of two.

THE new BEDFORD van and Workabus, etc., from stock.

92-94 STAMFORD HILL, N.16. Stamford Hill 8444. 803-281

1950 BEDFORD long-wheelbase tipper, excellent condition, ready for work, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 803-377

1955 BEDFORD Scammell S model artic. unit and trailer, R6 Perkins diesel, good tyres, perfect condition all round, £550. 11 Prescott Place, S.W.4. Macaulay 2264. 803-378

1948 BEDFORD artic. unit, very clean, £50. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 803-379

1952 4-ton BEDFORD van, hypoid axle, synchro-mesh gearbox, first-class condition, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 803-380

1958 BEDFORD 7-ton long-wheelbase drop-sided truck, Bedford diesel engine, excellent condition throughout, ready for immediate use, ex C-licence operator, £1,000.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1923. 803-383

1957 BEDFORD 12-cwt. with 330-cu.-ft. Luton body, fibreglass roof, mileage 7,800 only, vehicle as new, £560. Locomotors, Ltd., Uxbridge. Phone 6371. 804-7315

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO., LTD.,
BEDFORD MAIN DEALERS,
SCAMMELL DISTRIBUTORS.

NEW BEDFORDS available, 15-cwt. vans and conversions, 3-7-ton trucks, diesel 10 tractor unit. SEND us your inquiries.

1952 BEDFORD 5-ton long-wheelbase lorries, platform or sided, good condition, £225.
1957 BEDFORD Utilibrake, blue and grey, immaculate, one owner, low mileage, £445.
1954 BEDFORD A-type 5-ton diesel long-wheelbase hydraulic tipper.
1958 BEDFORD 10-12-cwt. van, fjord blue, low mileage, one owner, £415.
BEDFORD 10-12-cwt. vans, 1954-57, good order, from £150.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 803-328

OVER HALL GARAGES, LTD.,

1951 BEDFORD 8-ton tractor unit, Tasker coupling.
1953 BEDFORD CA large-capacity van, one owner.
1957 BEDFORD 15-cwt. builder's truck, one owner.

OVER HALL GARAGES, LTD.,
STAINES ROAD, BEDFONT, MIDDX.
Ashford 5741. 803-340

TOM BYATT, LTD.,
FOR
NEW OR SELECTED USED
BEDFORDS.
SEVERAL USED BEDFORD TIPPERS AND DROP-SIDES REQUIRED IN PART-EXCHANGE.
PHONE, CALL, WRITE.
TOM BYATT, LTD.,
FENTON,
STOKE-ON-TRENT.
TERMS. EXCHANGES.
Phone, Stoke-on-Trent 48581 (six lines). 803-468

G.T.C. (COMMERCIALS), LTD.

1957 BEDFORD Perkins P6 diesel 5-ton long-wheelbase drop-side truck, in first-class condition, £685.
1956 BEDFORD 5-ton long-wheelbase drop-side truck, one owner, £425.
1956 BEDFORD-SCAMMELL diesel 8-ton artic. unit and 20-ft. 10-ton trailer on 9.00 by 20 tyres, genuine low-mileage vehicle, one owner, £795.
1953 BEDFORD 7-ton short-wheelbase tipper, 6-cu.-yd. wooden drop-side body, ex-C licence owner, very clean, £295.
1952 BEDFORD-SCAMMELL 8-ton articulated unit, synchromesh gearbox, £100.
1952 BEDFORD 2-3-ton Luton-type van, 7 ft. inside height, one owner, £120.
1951 BEDFORD 5-ton boxvan, separate cab, very large capacity, £150.
1951 BEDFORD 5-ton long-wheelbase drop-side truck, synchromesh gearbox, clean and tidy vehicle, £150.
1948 BEDFORD 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden body, in exceptional condition for vehicle of this year, ex-C licence owner, £135.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 803-75

1957 BEDFORD 8-ton unit with Bedford diesel engine and two 20-ft. Scammell drop-sided trailers, excellent condition and ready for immediate use, ex C-licence operator, £1,350.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1923. 803-384

1954, September. BEDFORD A-type Scammell tractor unit 32 by 6 tyres, one owner, £225. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 803-289
COOMBS, main Ford dealers.

1950 BEDFORD 30-cwt. normal-control van in black, K model, a very reliable vehicle, good tyre equipment, wonderfully maintained, £95.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 803-317
1950 BEDFORD 2-3-ton boxvan, well maintained, genuine vehicle, £95. Dicks Cars Sales, 10 and 12 Exeter Rd., N.W.2. Gladstone 7175. 803-347
VIGO MOTORS.

1947 8-cwt. BEDFORD van, £95.
1952 BEDFORD 4-ton Luton van, taxed, £285.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 803-359

1951 BEDFORD 7-ton petrol truck, recently completely overhauled, well painted and tyred, terms, £485. Church Road Motors, Hadleigh, Essex. Phone 57271. After hours: Gt. Wakering 275. 803-457
BEDFORD, 1956, petrol, 22-ft. platform, 6-tonner, S-type coach chassis, unladen weight 3 tons. With goodwill and work. Howard 2211. 803-447
BEDFORD articulated with 21-ft. trailer, also drop-framed trailer for same unit, both Scammell attachments in very good order, £400. 373 East Bank Rd., Sheffield. Phone 29139, 37529. 803-411

1952 BEDFORD Luton 1,400-cu.-ft. low-loading well, integral cab, unladen weight 2 tons 19 cwt., synchromesh box, well tyred, in excellent condition, choice of four, £425. Fox and Son, 169 Balaam St., E.13. Gra 1365. 803-425

Bedford Wanted

BEDFORDS wanted! Bedfords wanted! We want Bedfords! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-925

Used Goods Vehicles (contd.)

BEDFORD. All types wanted.
BEDFORD. All types wanted.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.
GRE 2033-4. zzz-821

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. zzz-915

BEDFORD wanted, diesel and petrol, trucks and vans. Lutons, tippers. Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 803-47

1955 And onwards, 7-ton BEDFORD diesel tractor units with Scammell coupling.
CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD., Imperial Garage, Hadleigh, Essex. Phone, Hadleigh 57271. 804-7293
WANTED, BEDFORD 5-ton van, 1955-56, separate cab, full details and lowest price to Bouts Motors, Ltd., Stafford St., Wolverhampton. Phone 23295 (3 lines). 804-7290

1954 Or later BEDFORD-SCAMMELL tractor, diesel or petrol, state prices, etc.
255 WALTON LANE, Liverpool, 4. Aintree 1873. 803-495

B.M.C.

AUSTIN B.M.C., 1957-58 LDO1 diesel engine 20-cwt. van, guaranteed 6,000 miles only, extras include heater and extended (height) body with Perspex roof, cost over £1,000, offered at £595. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480; after 7, Cherrywood 4322. 803-23
B.M.C. MORRIS 7-ton F.C. 160-in.-wheelbase (701 series) chassis and cab, £1,688 15s. 3d. including P.T.
WADHAMS LTD., Castle Rd., Southsea. Phone, Portsmouth 27321.
1957 B.M.C. articulated unit with Scammell coupling and 10-ton trailer; choice of two.
1956 B.M.C. diesel 7-ton long-wheelbase drop-sided truck, 18-ft. drop-side body, choice of two, terms and exchanges, £650.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-294

COMMER

1952 COMMER long-wheelbase 7-ton (underfloor engine) with flat platform aluminium body, in excellent mechanical order, all good tyres, £335. Harwood's Garage, Petworth. Phone 2232. 804-7230
1958 Ex-demonstration COMMER 6-cu.-yd. tipper, air brakes, nominal mileage, 900 by 20 tyres, £1,795.
HARTWELL MOTORS, Bournemouth, main dealers and parts stockists for Commer and Karrier. Phone, Winton 1777-9. 804-7282
1957 COMMER TS3 long-wheelbase truck, excellent condition, 900 by 20 tyres, £1,250.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 803-139
1957 COMMER TS3 long-wheelbase tipper, 13-ft. 6-in. body very clean, working, appointment to view, £1,250 o.n.o. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. Evenings 3000. 803-132
1958, August, 22,000 miles, COMMER TS3 tractor unit, fitted with B.T.C. four-in-line 25-ft. trailer on 900 by 20 14-ply tyres, double-line air brakes, all as new.
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 803-146
NOVEMBER, 1957, TS3, air brakes, helper springs, drop-side lorry, good tyres, bargain, £1,350. Roger Rees Transport, Morriston, Swansea 803-219
1952 5-ton COMMER articulator, 3,000 miles, diesel P6 engine, in good condition, £295.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-227
1957 COMMER 25-30-cwt. diesel, forward control, large capacity van, low mileage, £625. Extremely good condition. Edgware 2572. 803-267
1946 COMMER van, Perkins P4 engine, £195. Acorn 6911. 803-319

Commer Wanted

COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-927

DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-M.o.S., excellent condition, spare wheel, batteries, etc., £420 each.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-697

Dennis Wanted

DENNIS low-loader wanted on 27 by 6 or 29 by 7 tyres. Box CM0319, care of "The Commercial Motor." 804-xB5759

DODGE

1954 DODGE model 105P6, fitted with Sparshatt all-metal 25-seat bus body, tubular steel seats, Dunlopillo upholstered, price £450.
FOR further details please write or telephone, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 803-7266
1954 DODGE 7-tonner, Perkins P6, 17-ft. alloy platform, in really good condition, £500. Transport Repairers, Liverpool. Central 9421. 803-197
1953 DODGE medium-wheelbase tipper, P6 engine, Eaton 2-speed axle, £450. Hamblins Garage, Rectory Rd., Rushden, Northants, 3211. 803-104
1952 DODGE Kew 103 AP6 tractor and 22-ft. double-drop-side trailer, quick-release fifth wheel and landing wheels, 8.25 by 20 tyres, clean vehicle, H.P. available, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 803-128
1953 DODGE P6, 15-ft. 6-in. body, long wheelbase, £395.
SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 803-148
1956 DODGE diesel articulated with SAE coupling and 24-ft. trailer. R6 engine, 2-speed axle, £650.
1953 DODGE diesel long-wheelbase truck, P6 engine, in good running order, £350.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-306

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS
FERRARIS OF CRICKLEWOOD, LTD.,
200-220 CRICKLEWOOD BROADWAY, N.W.2.
Gladstone 2234-5-6-7.
ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section advertisement for used DODGE vehicles. 803-253

1957 DODGE diesel 3-ton long-wheelbase chassis-cab, tyres as new, 41,000 miles, owner driven. George J. Goff, Ltd., Mile Cross, Norwich 45321-2. Vauxhall-Bedford dealers. 803-xS880

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write. CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.
GRE 2033-4. 803-368

WANTED urgently DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 803-441

E.R.F.

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines). 803-203
1948 E.R.F. tractor unit, fifth-wheel coupling, 6LW Gardner, 5-speed box, primer, any trial.
1948 E.R.F. 7½-ton flat, 5LW, 557 box, good tyres, 10.00 by 20.
1948 E.R.F. 6-wheel tipper, double-drive, 6LW Gardner, mechanically sound and good tyres.
9 NEWTHORPE COMMON, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 803-131
1957 E.R.F. Steer, 6LW, platform body, auto lub., low mileage, as new, £1,000 under list price.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 803-107
1947 E.R.F. 8-wheeler, 24-ft. platform, 6LW engine, double drive, in excellent condition, £575.
ALEXANDER AND TATHAM, LTD., Brimington Old Station, Chesterfield. Phone 5704. 803-217
1949 4-wheeler, 5LW, 5-speed box, in good all-round condition, £550. 4 Carruthers St., Liverpool, 3. Central 2047. 803-xB5878
1951 E.R.F. 8-wheeler, double drive, 24-ft. body, 6LW engine, good running order, £950.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-304
1947 E.R.F. 4LW, long-wheelbase drop-sided lorry, very clean vehicle.
COPPELLS MOTORS, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 803-469

FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs, on 14.00 by 20 big single tyres, £900 each; 16 by 6 twin rears, £1,000 each. L. W. Vass, Ampthill, Bedford. Ampthill 3255. zzz-765
JULY, 1956—FODEN 6-25 tractor unit, Foden engine with choice of Tasker tandem axle 24-ft. flat trailer, alternatively 24 y.c. alloy bulk tipping trailer or 12-15 ton York low-load trailer, 20-ft. well, would consider all as a unit. No. 1 Foden 4-14 tractor unit with single axles, flat trailer, Foden engine, all in excellent condition. G. C. Munton, Westcliffe Rd., Ruskington 273-4 Lincolnshire. 805-7263
ONE 1950 FODEN 6-wheeler with Gardner 6LW, fitted with three Yeweo pressure tanks, suitable for bulk handling of cement, powders or fertilizers, vehicle rebuilt with new cab and modifications to tanks during the past 12 months, price £1,500. Slaters Transport, Ltd., Thornton-le-Dale (258), Pickering, Yorks. 804-7271
1954 FODEN FGTU 20-ton short-wheelbase tractor, Gardner 6LW, 5-speed super low gearbox, 25-ton load. E. P. Thompson, Chelmsford Rd. Garage, Dunmow, Essex 804-xS598
15 5-TON 6 by 4 FODEN flat platform lorry, 36 by 8 all round, good condition, Servo braking, under 40,000 miles, £1,500 o.n.o. Houchin, Ltd., Ashford, Kent. 805-7295
1948 FODEN 6-wheeler, 6LW, platform, to clear, £395.
1951 FODEN 8-wheeler chassis and cab, engine reconditioned, good tyres, ready for work.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 803-106
1946 FODEN 8-wheeled double drive, 24-ft. body, £325 for quick sale. Justice, Langley Mill 3182. Home 3625. 803-153
1951 FODEN FG model 6-wheeler, 22-ft. platform body, in excellent running order, £950. Terms and exchanges.
1951 FODEN 8-wheeler, FG type, double drive, Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150; choice of four. Terms and exchanges.
1948 FODEN 8-wheeler boxvan, 24-ft. body, double drive, 5-speed box, in good running order, a very useful vehicle, £575.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-302
1945 FODEN 8-wheeler, 6LW booster box, 40 by 8 tyres, really nice condition, £575. Edgware 2572. 803-263
1946 FODEN 4-wheeler, platform, trailer towing attachment, vacuum brake line, Gardner 6LW and booster box, £350. Fox and Son, 169 Balaam St., E.13. Gra 1365. 803-424

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-648
£1,400. 7-ton Thames Trader, 160-in. wheelbase, 16-ft. 6-in. truck body, ex-demonstration model, low mileage, first registered October, 1958, and in new condition, has the following factory-fitted equipment: heater, flashers, rear shock absorbers, H.D. frame, twin passenger seats; cost new £1,590. Dispatch Motors, Waterloo 4959. zzz-902

Used Goods Vehicles (contd.)

GORDON KING MOTORS, LTD.,
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, immediate delivery, £1,330.

NEW Thames Dupie luxury 41-seater coach, demonstrator available shortly, please ask for details.

1953 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery; any body built to your requirements.

WE are now accepting orders for the new low-frame Trader models, please ask for details.

MITCHAM LANE, S.W.16. Streatham 3133-4. 803-256

FRANK G. GATES. LTD.,
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633

1959 Trader 5-ton 6D long-wheelbase truck, £1,250.

1958 Trader 6D 8-cu.-yd tipper, fixed side, £1,100.

1958 Thames 15-cwt. van with 18-in. roof extension, £500.

1958 Trader diesel articulated unit and trailer, fifth wheel coupling, 24-ft. trailer, £1,650.

1958 Thames 15-cwt. van, works painted, choice of two from £450.

1954 FORD 4D 3-ton long-wheelbase truck, with new engine, £495.

1950 FORD 10-cwt., all-steel Luton body, very good condition, £190.

1956 FORD 2-ton 4D Luton, 750 cu. ft., £675. 803-344

G.T.C. (COMMERCIALS), LTD.

1956 FORD 4D diesel 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden body, very clean, £425.

1955 FORD ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, ex C licence operator, £195.

1955 FORD 4D diesel 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, ex C licence operator, £350.

1955 FORD 4D diesel 3-ton 800-cu.-ft. Luton van, integral cab, C licence operator, £450.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 803-76

1950 FORD P6 diesel 5-yd. drop-side tipper, £250.

1951 FORD P6 diesel 5-ton long-wheelbase truck.

1952 FORD P6 diesel Sussex 6-wheeler, £195.

1952 FORD P4 diesel 2-ton van, £275.

1953 FORD 4D diesel 2-ton van, £325.

EDGWARE 2572. 803-264

1958 FORD 5-cwt. van, heater, roof rack, 2-tone blue, 20,000 miles, excellent condition, £350.

1955 FORD 10-cwt. van, nearly new engine, £180.

1952 FORD 10-cwt. van, very good condition, £145.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-229

1955 4D platform lorry, £395. Acorn 6911. 803-320

1958 FORD Squire, in showroom condition, low mileage, £565. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 803-394

1956 FORDSON ET7 P6 hydraulic tipper, long wheelbase, double-drop-side, 34 by 7 tyres; this vehicle is in first-class condition and has only been used on the road for the delivery of building materials, £475. Clapton Motors, 64-70 Kenninghall Rd., Clapton, E.5. Phone, Amherst 4606. 803-375

1949 FORD truck, 2-ton, 4D engine, good condition, £225. C. Russett, 46 Clarence St., Southampton. Phone 26590. 803-360

FORD 5-cwt. and 7-cwt. vans, choice of several, each fitted with extras, in excellent condition.

E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Staines 4211. 803-460

Ford Thames and Fordson Wanted

WANTED, Fords, 4D and P6, trucks, vans, Lutons, tippers, Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 803-44

WANTED, FORDS, 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 803-367

WANTED, FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 803-442

G.M.C.

G.M.C. Wanted

G.M.C. 6 x 6 and D.U.K.W. wanted, also spares. Robert Dixon, Ltd., Hunsdon Aerodrome, near Ware, Herts. Stanstead Abbotts 301. 803-7254

JENSEN

TWO JENSEN 1955 diesel trucks with 23-ft. long bodies for sale, ideal for bulk loads or especially suitable for conversion to furniture removal vans. Further particulars from Toomers, Toomer House, Vastern Road, Reading. Phone 54461. 803-91

JOWETT

1952 Bradford 4-ton van, clean, reliable, choice of three, £85. Phone, Reigate 2263. 803-284

1953 Bradford van, £85.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-232

B40

Used Goods Vehicles (contd.)

KARRIER

4 X 4 unregistered low-mileage ex-W.D. trucks c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-649

£250. KARRIER Bantam low-loader lorry, 11-ft. platform, new tyres, ex fire service. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 803-51

Karrier Wanted

KARRIER wanted, low-loader on 25 by 6, 27 by 6, or 29 by 7 tyres. Box CM0320, care of "The Commercial Motor." 804-xA5759

LAND ROVER

1955 LAND ROVER, excellent condition, many extras, £430.

1954 LAND ROVER, in good condition, £365.

1951 LAND ROVER, low mileage engine, £275.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-230

LEYLAND

1950 LEYLAND long-wheelbase Beaver, with 20-ft. platform and cattle container complete with sheep decks, divisions and easy-lift ramp, 9.00 by 20 tyre equipment, both chassis and body in very good condition and constantly serviced.

1955 LEYLAND Comet forward-control model ECOS2/1R with 18-ft. alloy platform body and Homalloy cab, 9.00 by 20 tyre equipment, carefully serviced and maintained, £1,275.

FOR particulars of the above two vehicles please write or telephone J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 803-7265

COMET, Type ECOS/4R, 1955, unladen weight 3 tons 19 cwt. 98 lb., cattle-float body by Penman, all in super condition and ready for work, £1,000.

MILLBURN MOTORS, LTD., Millburn St., Glasgow. Phone, Bell 0073. 803-198

LEYLAND Comet 90, flat platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 cwt. 2 qr. 0 lb., in first-class condition throughout, £975. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77667. 803-67

FOR sale, several LEYLAND Octopus chassis-cabs fitted with 24-ft. platform bodies, 600-type engines, all in excellent condition, tyres as new, first registration oldest 1949, latest 1956. Apply G. C. Smith (Coachworks), Long Whatton, Loughborough, Leics. Phone, Hathern 291-2. 804-7287

1958, July, Comet ECO24R, 20-ft. drop-side, as new, low mileage, £600. Under list price. RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 803-108

DISMANTLING '51 LEYLAND Hippo double-drive 6-wheeler, all parts available. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. Evenings 3000. 803-130

1950 LEYLAND Hippo 6-wheeler, 600 engine, double-drive, 24-ft. body, very good running order, £850.

1950 LEYLAND Beaver 4-wheeler, 600 engine, good runner, £650.

1950 LEYLAND 8-wheeler, 600 engine, double-drive, 24-ft. platform body, in good running order, £950.

RUSH GREEN MOTORS Langley, Hitchin, Herts. Stevenage 175. 803-303

1957 LEYLAND Comet, platform body, immaculate condition.

DUROSE GARAGE, Liverpool Rd., Newcastle, Staffs. Phone, Newcastle, Staffs, 52251. 803-485

£175. LEYLAND Lynx registered 1949 P6 platform. Acorn 4553. 803-xB5893

1953 LEYLAND Comet Scammell tractor unit, 5-speed gearbox, 2-speed axle.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 803-420

LEYLAND Hippo, ex-Ministry, unregistered, £600.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 803-405

LEYLAND 8-wheel 1956 model, in very sound order, 24-ft. drop-sided, with alloy underframe, £2,400. Jonnson's, North Kelsey, Lincoln. Phone, North Kelsey 235. 803-xS882

MACK

TWO 6 x 6 MACK, diesel, spare diesel engine, numerous spares, including front and back axles, wheels and tyres, £1,000 the lot. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 803-275

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-870

1949 MAUDSLAY 8-wheeler, double drive, 9.6 engine, David Brown 557 gearbox, £375. Justice, Langley Mill 3182. Home 3625. 803-152

1949 MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, any trial, £300. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-290

1958 (Registered) MAUDSLAY Militant ex-Ministry vehicle with Gardner 4LW engine, in excellent condition for year, offers near £225.

ORMSKIRK MOTORS, Country Rd., Ormskirk, Lancs. Phone, Ormskirk 2551. 803-220

MORRIS AND MORRIS-COMMERCIAL

4 X 4 unregistered ex-W.D. M.o.S. rebuilds, also compressor trucks, winches optional. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-846

1954 MORRIS-COMMERCIAL diesel 5-ton long-wheelbase, engine recently overhauled, fitted overdrive, £375.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 803-138

1950 MORRIS 5-ton, diesel, 16-ft. 6-in. drop-side.

1955, November, MORRIS 5-ton, normal control, short-wheelbase diesel tipper.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 803-109

1955 MORRIS 10-cwt. J-type van, excellent condition, resprayed, £300.

1957 MORRIS 15-cwt. van, low mileage, good condition, £375.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 803-233

Used Goods Vehicles (contd.)

PALMERSTON OF KINGSTON,
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618. 803-282

1955 MORRIS MINOR ½-ton van, one owner, exceptional condition, written guarantee, £265. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667-8 and 8575. 803-349

1956 MORRIS 5-ton B.M.C. diesel long-wheelbase platform truck, condition exceptional, £625. Normand, Ltd., Elgar 7757, ext. 42. 803-454

SCAMMELL

SCAMMELL 6-wheeler, 12 tons capacity, Gardner 6LW, oil engine. For further details phone, Gladstone 9871. 805-7262

1945 SCAMMELL 24-ft. platform 8-wheeler, 6LW engine, in good condition throughout, £450.

ALEXANDER AND TETHAM, LTD., Brimington Old Station, Chesterfield. Phone 5704. 803-218

TWO 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 803-274

1950 SCAMMELL Regal 8-wheeler, 40 by 8 tyres, in very good running order, £650.

1949 SCAMMELL tractor unit, brand-new cab, in good running order, £850.

SCAMMELL tandem-axled trailers, 10 and 16 tonners, from £150. Also a number of other Scammells in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-307

RIGID 8- SCAMMELL 2,000-cu.-ft. Luton van, 6LW Gardner, high-speed axle, good tyres, any trial, £875. Phone, Adv 5096. 803-429

SEDDON

1955 SEDDON twin-ram tipper, 900 by 20 tyres, 15-ft. wooden body, in sound condition, £700.

1952 SEDDON articulated, £475. West Town Diesels, Broad Street Garage, Dewsbury. Phone 3504. 803-201

HILLS.

1957, August, SEDDON Mark 15 long-wheelbase platform lorry, unladen weight 3.18.84 for gross 11 tons, one owner.

ALSO new SEDDONS from stock.

HILLS operate a round the clock 24-hour service for Seddon. Parts despatched at any hour by post or passenger train.

HILLS GARAGES (MANCHESTER), LTD., Port St., Manchester, 1. Phone, Central 4311. Grams, Hillscars, Manchester. 803-82

1955 SEDDON 5L 7-ton long-wheelbase drop-side 2-speed axle, Continental cab.

GEO. H. KENDRICK, LTD., Carters Green. West Bromwich 0778. 803-135

1951 SEDDON diesel Mark 5 drop-side 7-tonners, alloy body.

1954 SEDDON diesel Mark 5 drop-side 7-tonner, repainted, good tyres and condition, to clear.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5 Grams, "Diesel." 803-110

1955 (Late) 30-cwt. SEDDON van with large van body, 320 cu. ft., £325. Thomas Allsop, Ltd., Penistone Rd. North, Sheffield, 6. Phone 343985. 803-261

1954 SEDDON 6-7-ton boxvan, aluminium body and cab, one owner, 90% tyres all round, excellent condition throughout, £645. Aerodrome Autos, Sun 0071. 803-351

STANDARD

1957 6-cwt. van, exceptionally clean, plain dark blue. Brew Bros., Ltd. Fre 3333. 803-244

1956 STANDARD 7-cwt. van, one owner, low mileage.

E. J. BAKER AND CO. (DORKING), LTD., 273 London Rd., Staines. Staines 4211. 803-459

THORNYCROFT

4 X 4 unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-651

HILLS.

1952 THORNYCROFT Trident chassis-cab with separate box van body, length 15 ft. 10 in. width 6 ft. 5 in., height 7 ft. 3½ in. unladen weight 4.4.58, one owner, offer.

HILLS GARAGES, Port St., Manchester. Central 4311. 803-81

1947 8-wheeler 6LW Gardner, £550. Walker Bros. (Openworkham), Ltd., Middleton Rd., Middleton, Morecambe. Phone, Heysham 738. 805-7311

1954 THORNYCROFT 8-wheeler double-drive, air brakes, 24-ft. platform body, one owner since new, very clean and in good running order, £1,250, any trial. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-101

1948 THORNYCROFT Sturdy diesel 7-ton long-wheelbase drop-side truck, reconditioned engine and gearbox, tyres in excellent condition, repainted, ready to go straight to work for quick sale, £225; H.P. terms arranged. Iver 947. 803-385

TROJAN

1955 Diesel TROJAN personnel carrier, one owner, taxed, £215. Langley Mill 3182; home 3625. 803-149

Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 803-443

VULCAN

1952 VULCAN articulator with 18-ft. trailer, two-speed axle, reconditioned P6 1959, first-class working order, clean and well maintained unit, Scammell coupling, £550 option telehoist loader, £75 extra. B. H. Craft, Mill Lane, Cheltenham Rd., Evesham 6465. 804-7264

VULCANS. Three long-wheelbase 5-6-ton vehicles, two 1948, one 1949; all in very good mechanical condition, P6 engines, tyres reasonable, £500 the three.

COVENTRY AND JEFFS, LTD., Stafford St., Bristol, 3. Phone 6-4661. 803-55

Used Goods Vehicles (contd.)

HILLS.

1949 VULCAN P6 diesel long-wheelbase van, approximate dimensions 16 ft. long, 7 ft. wide, 5 ft. 7 in. high, one C-licence owner; offer wanted to clear.

HILLS GARAGES, Port St., Manchester. Central 4311. 803-80

1947 VULCAN P6 long-wheelbase truck, very clean, good working order, £150. Edgware 2572. 803-265

UNCLASSIFIED

JOHN JORDAN,

E.R.F. DISTRIBUTORS,
ROOTES AND FORD DEALERS,
MANOR GARAGE,
GREAT NORTH ROAD,
SANDY, BEDFORDSHIRE.
Phone, Sandy 271 (two lines).
(Night, Northill 204.)

SPECIAL spring clearance sale!

TOP price paid for your vehicle in part-exchange.

LATEST low hire-purchase terms.

LIST.

COMPARE our prices.

DIESEL VEHICLES IN STOCK.

NEW COMMER 8-9-ton, latest cab, 18-ft. drop-sider, air brakes, 900 by 20.

£1,450. 1958, July, FORD Trader 6D standard short-wheelbase 8-yd. steel tipper, 16,000 miles, £400 below list.

£375. 1951 COMMER Q4 Superpoise-B.T.C. 4-in-line 20-ft. platform, 10-12-ton articulated outfit.

£325. DENNIS Pax P6 long-wheelbase tipper, twin Telehoist 7-yd. double-drop-sider.

£400. 1956 FORD 4D tipper, short-wheelbase.

£475. 1956 FORD 4D 16-ft. drop-sider.

£275. 1955 DENNIS Stork, 14-ft. drop-sider.

£275. 1950 DODGE 105, 17-ft. platform.

£275. 1950 VULCAN 17-ft. platform.

£325. 1949 JENSEN, all-alloy 23-ft. platform.

£275. 1948 MAUDSLAY Mogul Mark II, 20-ft. platform.

£125. 1945 ditto.

£325. 1940 E.R.F. twin-steer, 4LW, above average.

£185. 1940 FODEN 8-ton 16-ft. drop-sider.

£185. 1946 ALBION CX1 8-ton 16-ft. platform.

PETROL VEHICLES IN STOCK.

£350. 1951 COMMER QX Hands articulated outfit, 12-ton, 23-ft. platform.

£85. BEDFORD 1949 short-wheelbase tipper, good running order.

£845. 1959 BEDFORD 35-cwt. drop-side truck, 500 miles only.

£650. 1956 B.M.C. 6-cu.-yd. tipper.

£300. 1956 (registered) COMMER 7-ton 18-ft. platform.

£250. 1954 (registered) COMMER QX 5-ton short-wheelbase tipper.

£125. 1950 COMMER QX 7-ton 16-ft. platform.

£250. 1954 COMMER Q4 6-ton 16-ft. 6-in. drop-sider.

£125. 1949 BEDFORD 5-ton long-wheelbase.

£495. 1955 VOLKSWAGEN Microbus 7-seater, 2-tone.

£325. 1953 VANGUARD estate, metallic grey.

£275. 1956 FORD 10 van.

SEVERAL petrol tippers, 5 and 6 cu. yd., from £50.

OPEN ALL DAY

SATURDAY AND SUNDAY MORNINGS. 803-122

W.E.M. MOTORS (WIMBLEDON).

W.E.M. (WIMBLEDON) offer the following. For further details please contact: W.E.M. (Wimbledon). Phone, Cherrywood 4568-1480; after hours, Cherrywood 4322.

1958 Model Thames 6D Trader 17-ft. platform truck, 17,000 miles only, £995.

1956 BEDFORD S R6 diesel unit with 22-ft. 6-in. Hands trailer (Scammell coupling), excellent tyres, with general A licence 5 tons, £1,995.

1950 MAUDSLAY 16-ton double-drive 8-wheeler, A.E.C. 9.6-litre engine, Pilot body and heavy-duty gear, excellent tyres, £1,295.

1956 BEDFORD S 7-cu.-yd. R6 diesel tipper, good tyres, entirely good, £695.

1956 BEDFORD A long-wheelbase P6 diesel truck, 16-ft. platform, as new, £695.

1951 BEDFORD long-wheelbase platform truck, O type replacement engine, £145.

1951 AUSTIN Lodestar 6-ton long-wheelbase platform truck, on nearly new tyres, £145.

1950 AUSTIN K4 model, long-wheelbase 14-ft. platform truck, on new 7.50 by 20 tyres, £125.

1950 AUSTIN 4-5-ton long-wheelbase chassis with 1,200-cu.-ft. Luton body, used only on C licence, good tyres, excellent chassis, body as new, £495.

1948 SEDDON P6 diesel, Brown 5-speed box, truck, very good throughout, £245.

1947 DENNIS Max diesel tipper with Pilot gear and steel body 8 yd., £295.

1954 FORD ET6 Anthony tipper with Anthony 4-yd. steel body (petrol), £185.

1953 FORD E77 P6 diesel with Anthony gear and body, used privately, £295.

1952 MORRIS-SAURER diesel 6-7-ton 17-ft. platform truck, new tyres, £295.

1951 BEDFORD-SCAMMELL 8-10-ton 20-ft. artic. unit with new engine, new floor to body, all tyres good, a really sound outfit, £295.

1958 Hands 2-3-ton 4-wheeled tow-bar-type box-van trailer of 1,200-cu.-ft. capacity, new tyres, Servo, very modern body, ex C licence, £295.

ALL makes of new vehicles supplied. Hire-purchase. Part-exchange.

W.E.M. (WIMBLEDON), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568-1480; after 7 p.m. Cherrywood 4322. 803-27

Used Goods Vehicles (contd.)

ROOTES, LTD.,

OFFER FOR SALE

FROM our London Branch these few vehicles which have been used for demonstration only, and are in first-class condition, at very low mileage.

LONDON, W.10,
LADBROKE HALL, BARLBY ROAD.
LAD 3232.

COMMER 1-ton forward-control van with all-steel integral body, diesel engine, £950.

KARRIER Bantam 5-ton tractor with diesel engine and Scammell coupling, £920.

COMMER 7-ton forward-control 11-ft. 9-in. wheelbase chassis with cab, diesel engine, power steering, air brakes, helper springs, Eaton axle, 9.00 by 20 tyres, unregistered, £1,875.

COMMER 11-ton tractor with diesel engine and Scammell coupling, £1,520.

COMMER 12-ton tractor, diesel engine, fifth-wheel coupling, 24-volt light, unregistered, £2,065.

BIRMINGHAM, 18.
GREAT HAMPTON STREET,
CEN 8411.

1948 COMMER 5-ton 18-ft. drop-sider, petrol, £100.

1954 BEDFORD 7-ton diesel drop-sider, £550.

1955 FORD 4D 5-ton drop-sider, £450.

1951 BEDFORD 5-ton drop-sider, £175.

1949 FORD 2-3-ton drop-sider, £50.

1949 COMMER 2-3-ton drop-sider, £75.

1956 AUSTIN A40 van, very good condition, £315.

1953 BEDFORD 5-ton tipper, petrol, £300.

1950 SENTINEL 8-ton drop-sider, D1 diesel engine, £375.

MANCHESTER, 15.
OLYMPIA, CHESTER ROAD.
BLA 6677.

1958, June, 30-cwt. COMMER forward-control diesel super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 8,000, cost £1,030, £895.

1951, December, AUSTIN 25-cwt. 3-way loader van, painted 2-tone blue, good tyres, good condition, new engine, fitted August, 1958, £150.

1952, September, COMMER 25-cwt. super-capacity van, painted 2-tone blue, good tyres, good condition, new engine fitted July, 1958, £150.

1953, November, AUSTIN 5-ton Loadstar 18-ft. platform lorry, painted red, excellent condition, £175.

1955, November, 25-cwt. COMMER forward-control van, painted black, good tyres, £325.

1957, March, BEDFORD 7-ton drop-sider, fitted Leyland Comet engine, 60,000 miles, painted blue, good tyres, excellent condition, £1,100.

1957, August, COMMER 15-cwt. van, diesel engine, painted blue, 23,000 miles only, excellent condition, good tyres, £700.

MAIDSTONE.
LEN ENGINEERING WORKS.
PHONE 3333.

1958 AUSTIN A35 van, petrol, black, £375.

1955 FORD Thames P6 drop-side truck, diesel, brown, £500.

1955 FORD 4D platform truck, diesel, blue, £425.

1955 FORD Thames drop-side truck, diesel, grey, £475.

1957 STANDARD light pick-up, petrol, grey, £350.

LATE 1958 COMMER 5-ton platform truck, diesel, blue, low mileage, £1,295.

1957 COMMER 7-ton platform, diesel, green, £1,385.

ROCHESTER,
HIGH STREET,
CHATHAM 42231.

1945 FORDSON 4-ton van, brown, one owner, £65.

1950, November, Bradford van, green, mechanically sound, good tyres, £159.

1957 COMMER Cob van, green, one owner, good condition, heater, £399.

1947 DODGE Luton van, blue-grey, good body and good running order, £125.

1955 MORRIS commercial van, fawn, one owner, exceptional condition, unwritten, £350.

1953 MORRIS van, maroon-silver, very good condition, £365.

CANTERBURY,
THE PAVILION.
PHONE 3232.

1957 COMMER Cob van, fitted passenger seat, £395.

1953 MORRIS COWLEY van, resprayed green, £295.

1945 BEDFORD 2-3-ton cattle truck, £125. 803-226

1956 COMMER TS3, 11-ft. 9-in. wheelbase, alloy platform, extras, excellent condition, choice of two.

1952 VULCAN petrol long-wheelbase platform.

1953 MORRIS 5-ton diesel double-drop-side.

1952 DODGE 6-ton petrol, alloy platform, 8.25 by 20 tyres, Eaton axle set.

1951 THORNYCROFT 8-wheeler drop-side.

1952 THORNYCROFT 8-wheeler 6LW drop-side.

1954 THORNYCROFT Trident long-wheelbase double-drop-side.

1953 E.R.F. 4-wheeler, 4LW, air brakes.

1954 E.R.F. 8-wheeler, 6LW.

PARRS (LEICESTER), LTD.,
ABBEY LANE, LEICESTER.
Phone 61511 (seven lines). 803-117

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., LTD.,

DISTRIBUTORS FOR E.R.F. IN NOTTINGHAMSHIRE, AREA DEALERS FOR DODGE AND BEDFORD,

OFFER FOR IMMEDIATE DELIVERY:—

NEW E.R.F. 8-wheel double drive 21-ft. alloy hydraulic tipper, latest type Gardner engine, unladen weight 8 tons.

1958 Late E.R.F. 8-wheel 21-ft. alloy bodied hydraulic tipper, as new.

1957 ATKINSON 8-wheel 21-ft. hydraulic tipper, drop-sided, 40 by 8 tyres, very clean.

1956 ATKINSON 8-wheel 20-ft. hydraulic tipper, 40 by 8 tyres, very clean.

1953 ATKINSON 8-wheel 22-ft. hydraulic tipper, drop-sided, 40 by 8 tyres, choice of two.

1946 ATKINSON 8-wheel double-drive, 21-ft. hydraulic tipper.

1950 FODEN 8-wheel double-drive, fitted new 22-ft. alloy body and tipping gear.

1946 FODEN 8-wheel double-drive, fitted new 20-ft. drop-sided body and gear.

ANY of the above machines can be supplied with East Midlands, Metropolitan, North Western or Norwich S.A. licence.

NEW DODGE 3145Y, Boys extension, 6-wheel, 18-ft. alloy hydraulic tipper, heavy axle.

NEW FORD Trader 7-ton short-wheelbase steel-bodied tipper.

NEW BEDFORD 15-cwt. van.

1959 E.R.F. 20-ft. drop-sided truck, 5LW Gardner engine, 1,000 miles only, as new, reduced price.

1958 DODGE short-wheelbase hydraulic tipper, heavy axle.

1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean, choice of three.

1956 DODGE 7-ton short-wheelbase hydraulic tipper.

1955 DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.

1954 DODGE Boys, 20-ft. body, 6-wheel, R6 engine, unladen weight 4 tons 10 cwt.

1954 DODGE 6-ton flat, P6 engine, choice of two.

1953 DODGE 7-ton 18-ft. drop-sided truck.

1952 DODGE 6-ton long-wheelbase hydraulic tipper.

1958 B.M.C. 5-ton long-wheelbase drop-sided truck, as new.

1955 ALBION Chieftain, fitted 16-ft. alloy body and 16-ft. alloy container van, 3 tons 3 cwt.

1951 ALBION Chieftain 16-ft. flat.

1956 FORD D 12-ft. hydraulic tipper, high-sided, choice of two.

1950 E.R.F. long-wheelbase 16-ft. drop-sided truck, 4LK Gardner.

1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.

1954 SEDDON 14-ft. hydraulic tipper.

1954 BEDFORD A-type 600 cube van, petrol engine.

1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.

1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body.

1957, September, BEDFORD 7-ton short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.

1949 LEYLAND Comet 12-ft. hydraulic tipper, new body.

1949 FODEN 18-ft. flat, 4LW Gardner, very clean.

1947 A.E.C. 6-wheel 2,500-gallon tanker, with pump.

MOST of the above machines can be supplied with Metropolitan, East Midlands or North Western Area special A licence.

CHOICE of 50 other trucks from £50 upwards.

MILE HILL GARAGE,

CHESTERFIELD ROAD NORTH,
MANSFIELD.
Phone 2314-5. 803-63

GARLICK, BURRELL AND EDWARDS, LTD.,

188 REGENT ROAD, LIVERPOOL, 20.

OFFER THE FOLLOWING

USED VEHICLES:—

1957 FORDSON 4D metal-bodied tippers, ready for immediate use; choice of two.

1956-57 DODGE 8-ton Scammell tractor units, P6 engine, 5-speed gearboxes, 2-speed axles.

1952 BEDFORD 30-cwt. Spurling 3-way van.

1948 GUY 3-ton van.

1951 COMMER P6 diesel tractor and 22-ft. trailer; cheap to clear.

1944 E.R.F. 7-ton long-wheelbase platform truck, new cab, recently reconditioned engine, in 1958 condition.

1954 AUSTIN A40 pick-up.

1955 BEDFORD 5-ton P6 diesel long-wheelbase platform truck, immaculate.

1952 VULCAN 4LW long-wheelbase platform truck, first-class condition.

1951 AUSTIN Loadstar platform truck; choice of two.

1952 COMMER 25-cwt. van, spotless.

MANY BEDFORD 10-12-cwt. vans and conversions, all in first-class condition.

AVAILABLE SHORTLY.

1958 BEDFORD 5-ton diesel long-wheelbase tipper, low mileage.

PHONE, BOOTLE 4343.

GARLICK, BURRELL AND EDWARDS, LTD.
188 REGENT ROAD, LIVERPOOL, 20. 803-215

Used Goods Vehicles (contd.)

COMBERHILL WAKEFIELD GARAGES, LTD.,

INGS ROAD, WAKEFIELD 6051 (FIVE LINES).

DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner LX 150 b.h.p.) 17-ton 8-wheeler chassis-cab, immediate delivery.
NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton 8-wheeler chassis-cab, 40 by 8 tyres.
NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheeler chassis-cab, 40 by 8 tyres.
NEW ATKINSON L746 (Gardner 6LW) 4-wheel tractor, double-reduction axle, fifth-wheel coupler.
NEW ATKINSON L644 (Gardner 4LW) 20-ft 4-wheeler, new 14 tons gross laden weight specification.
NEW MORRIS type 702 (B.M.C. 5.1-litre) 7-ton 4-wheelers, all wheelbases, in chassis-cab form.
NEW MORRIS type 702 (B.M.C. 5.1-litre) 7-ton 50-in. wheelbase 4-wheeler, 15-ft. alloy tipper.
NEW MORRIS J2 type 10-cwt. vans, pick-up trucks, Minibus JB-type 10-cwt. vans, LD-type 1- and 2-ton petrol and diesel vans available from stock.
1958 ATKINSON L644LWL (Gardner 4LW) 7-8-ton 4-wheeler, 20-ft. platform, 31,000 miles only.
1957 DODGE (Perkins P6) 6-7-ton 18-ft. platform, Yorkshire special A, 3 tons, expiry July, 1960.
1957 A.E.C. Mercury 7.75-litre 8-10-ton 4-wheeler, 20-ft. platform, choice two, 9.00 by 20.
1957 MORRIS B.M.C. 5.1-litre 7-ton 4-wheel Millshaw tippers. Choice two, 12-ft. and 15-ft. bodies.
1957 ATKINSON TS1065 (Gardner 5LW) 10-12-ton 6-wheel Twin Steer alloy tipper.
1956 ALBION Chieftain FT37L diesel 6-7-ton 4-wheel Millshaw tipper, 15-ft. alloy body.
1956 LEYLAND Octopus (9.8-litre) 8-wheel double-drive 24½-ft. platform, 9.00 by 20.
1956 SEDDON (Perkins P6) 6-7-ton 4-wheelers, Millshaw tippers and platform; choice two.
1955 LEYLAND Twin Steer (9.8-litre) 6-wheel Millshaw twin-ram alloy tipper, 20-ft. body.
1955 B.M.C. 5.1-litre 7-ton 4-wheel 15-ft. Millshaw twin ram tipper, 9.00 by 20.
1955 LEYLAND COMET 90 diesel 7-8-ton 4-wheel 18-ft. drop-sider, 9.00 by 20.
1955 BEDFORD A-type (Perkins P6 diesel) 4-wheel tractor, S.A.E. fifth-wheel coupler.
1954 ALBION HD57L 9.6-litre 8-wheeler, Northern special A, 7½ tons, expiry October, 1960.
1954 ATKINSON TS1065 (Gardner 5LW) 10-12-ton 6-wheel Twin Steer 21-ft. drop-sider.
1954 BEDFORD S-type (Perkins R6 diesel) 7-ton 4-wheel 16½-ft. platform, exceptional condition.
1953 E.R.F. 5G-4 (Gardner 5LW) 7-8-ton 4-wheeler 18½-ft. platform; 9.00 by 20; choice two.
1951 SENTINEL under-floor (diesel) rigid 6-wheeler, 24-ft. platform, 9.00 by 20.
1951 50 ALBION HD57L (9.6 diesel) 15-ton 8-wheel 25-ft. platform, choice two, 9.00 by 20.
1950 MAUDSLAY (A.E.C. 7.7) 7-8-ton 4-wheel 18-ft. platform, West Midlands special A, 42 tons, expiry 1961.
1948 FODEN FG6-15 (Gardner 6LW) 15-ton 8-wheel, exceptional condition throughout.
1947 LEYLAND Octopus (600 diesel) 8-wheeler, new Millshaw tipper, 22-ft. body, 40 by 8.
1946 LEYLAND Beaver (7.4-litre) 7-8-ton 4-wheel Millshaw tipper, 15-ft. body.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

HEAVY-DUTY BREAKDOWN/ACCIDENT RECOVERY VEHICLE SERVICE.

HIRE-PURCHASE FACILITIES.

COMBERHILL WAKEFIELD GARAGES, LTD., 803-234

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY, N.W.2.
Gladstone 2234-5-6-7.

BEDFORD.

1956 BEDFORD 10-12-cwt. van; choice of several.
1953 BEDFORD 7-ton long-wheelbase platform truck with Leyland engine.

B.M.C.

1957 MORRIS J2 15-cwt. van, choice of two.
1956 B.M.C. 5-ton diesel forward-control platform truck.
1951 AUSTIN 25-cwt. van, also truck version available.

DODGE.

1956 DODGE 5-ton 106A diesel truck, choice of two.
1953 DODGE 5-ton short-wheelbase petrol tipper.
1952 DODGE 124A P6, short-wheelbase, Scammell attachment tractor unit.

FORDSON.

1955 FORDSON 5-cwt. van; choice of several.
1956 FORDSON 7-cwt. van; choice of several.
1954 FORDSON 10-cwt. gown van; choice of several.

JENSEN.

1949 Long-wheelbase platform truck, P6 diesel engine.

MAUDSLAY.

1946 MAUDSLAY 7-ton platform truck with 4LK Gardner engine.

SEDDON.

1952 SEDDON 7-ton long-wheelbase alloy-bodied platform truck, P6 diesel engine.
1952 SEDDON 7-ton 6-cu.-yd. steel-bodied tipping truck. 803-254

B42

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.,

RUTLAND STREET GARAGES, SWINTON.

AGENTS FOR ALL ATKINSON VEHICLES.

1958, September, LEYLAND Super Comet, 17,000 miles, vehicle as new, £2,175.
1958 FORD 4D Trader, chassis and cab, suitable for Luton body, £925.
1958 BEDFORD 5-ton A-type, 300 engine, tyres as new, new condition, £895.
1957 Late BEDFORD 7-ton, 300 engine, 17-ft. flat, 8.25 by 20 tyres, all good, perfect condition, £895.
1957 MORRIS J2 van, 15-cwt., new look, very clean, £450.
1957 BEDFORD 5-ton drop-side truck, Perkins P6 engine, very good, only needs seeing, £725.
1956 COMMER TS3, artic., 25-ft., new Scammell trailer, used on trade plates, unregistered, £1,500.
1956 AUSTIN short-wheelbase tipper, Homalloy, B.M.C. diesel, mechanically perfect; choice of two, each £695.
1956 COMMER TS3 diesel tipper, sound condition, £1,075.
1956 BEDFORD CAV van, 10-cwt., very clean, £285.
1956 COMMER TS3, 18-ft. 6-in. flat, 9.00 by 20 tyres, £995.
1955, December, AUSTIN A40 gown van, £425.
1955 BEDFORD Luton van, petrol, 850-cu.-cap., £495.
1955 DODGE 7-tonner, very clean machine, £575.
1954 BEDFORD A-type diesel artic., with new 25-ft. Scammell trailer, very clean outfit £875.
1954 MORRIS LD1 personnel carrier, 12 seats, 12,000 miles only, £415.
1954, October, BEDFORD Luton van, P6 engine, £850.
1954, September, BEDFORD 30-cwt. van, A-type petrol, £395.
1954 BEDFORD box van, separate cab, A-type petrol, platform loader, £395.
1950 51 MORRIS diesel Luton vans, choice of three, 14,000 cu. ft., Bonalac aluminium bodies, under three tons unladen, mechanically perfect, each £450.
1955 COMMER Luton van, 950 cu. ft., Homalloy body, Perkins P6, turnout as new throughout, £595.
TRAVELLING shop on 1955 COMMER extended chassis, new fixtures, counters, etc., £495.
1954 SEDDON Perkins P4 diesel 3-4-tonner box van, Homalloy body, very clean; choice of two, each £415.
1956, October, BEDFORD 7-ton R6 diesel tippers, U body, very clean, excellent mechanical condition, well tyred; choice of two, each £715.

SUPER BARGAINS TO CLEAR.

1954, December, BEDFORD Dormobile, immaculate, £300.
1954 BEDFORD 7-ton diesel flat, £325.
1948 BEDFORD truck, £50.

LET US QUOTE FOR A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

ALL INQUIRIES

PHONE, SWINTON 1855.

HEAD OFFICE:
5 MARSDEN COURT, MANCHESTER, 4.
Phone, Blackfriars 6037.
After hours, Wigan 46049.

GARAGE OPEN DAILY (INCLUDING SUNDAY). WEEK-END 10 TO 5. 803-176

PERRY'S OF SOUTHEND-ON-SEA

OFFER

A SMALL SELECTION OF THEIR

USED COMMERCIAL VEHICLES.

VANS

1957 COMMER 8-cwt. delivery van, green-cream, exceptional condition, £395.
1956 FORD Thames 10-cwt. van in good condition, £240.
1957 (Late) AUSTIN A35 van, green, £370.
1958 FORD Thames 7-cwt. van, all extras, £375.
1957 MORRIS 15-cwt. J2 type, painted 2-tone, very good condition, £425.
1953 FORD Thames 10-cwt. van, painted red, taxed for year, £175

TRUCKS.

1958 (Late) 15-cwt. FORD Thames truck, low mileage, fitted with hoops and canvas, taxed, exceptional condition, £595.
1956 FORD Thames 3-ton long-wheelbase drop-side, 4-cylinder diesel, £565.
1954 FORD Thames long-wheelbase drop-side 3-ton 4-cylinder diesel, £375.

TIPPERS.

1952, December, FORD Thames short-wheelbase 5-ton, P6 diesel, 500 miles on new engine, reinforced heavy-duty chassis, chassis-cab, £295.
1953, February, FORD Thames short-wheelbase 5-ton P6 diesel, 6,000 miles on new engine, reinforced heavy-duty chassis, chassis-cab, £275.
1953 Thames P6 diesel, Anthony 5-cu.-yd., good condition, £425.

UTILITIES.

1956 BEDFORD Utilabrake, resprayed 2-tone, very good condition, £425.

W. HAROLD PERRY, LTD.,

USED COMMERCIAL DEPARTMENT.
KENT ELMS CORNER, SOUTHEND, ESSEX.
Write, call, phone, Eastwood 525232. 803-74

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, LTD.,

SUMMIT WORKS, BURNLEY.
Phone 2201-4.

PRESTON STREET, BRADFORD, 7.
Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

LARGE SELECTION OF USED VEHICLES IN STOCK AT SUMMIT WORKS, BURNLEY.

NEW A.E.C. and B.M.C. vehicles, immediate delivery.

1958 LEYLAND Comet tractor, immaculate.
1957 A.E.C. Majestic, twin steer, 22-ft. 6-in. body.
1957 LEYLAND Comet timber body, long wheelbase
1957 GUY Warrior, 20-ft. alloy-framed body, 2-speed axle, immaculate.
1957 FORD Thames 4D 17-ft. 6-in. timber body, good condition
1956 LEYLAND Comet timber body, long wheelbase, choice of two.
1956 ALBION Reiver, 24-ft. alloy-framed body, hardwood floor.
1956 LEYLAND Octopus 600, 24-ft. 6-in. body.
1955 BEDFORD articulated display van, fitted with generator, ventilation system, sink unit, refrigerator.
1954 THORNYCROFT Trident tipper, 12-ft. alloy U-shaped body.
1954 FODEN, 4-wheel 16-ft. 6-in. timber body, 4LW Gardner engine, fine mechanically.
1953 ALBION Chieftain tipper.
1953 SEDDON, 16-ft. timber body, P6 engine, sound condition.
1953 THORNYCROFT Trusty long-wheelbase chassis-cab only, good condition.
1952 BEDFORD 7-ton, 17-ft. 6-in. timber body, P6 engine, choice of two.
1952 LEYLAND Hippo, 22-ft. timber body, good condition.
1952 ALBION 8-wheeler, 24-ft. 6-in. timber body.
1952 ALBION, heavy-duty 20-ft. timber body, good condition.
1952 LEYLAND Comet 90 with 2-speed axle.
1950 MAUDSLAY Meritor, 24-ft. 6-in. timber body, very good condition.
1948 THORNYCROFT, Albion and E.R.F. 8-wheelers, 24-ft. 6-in. flat, sound condition, very reasonable prices
A Large selection of pre-1949 4-wheelers, twin steers and 8-wheelers. 803-470

BURGESS AND GARFIELD, LTD.,

FORD DISTRIBUTORS.

USED VEHICLE DIVISION.

OFFER:—

1958 Trader long-wheelbase truck, 6D, in excellent condition.
1956 COMMER TS3 10-ton articulated unit with trailer, new engine recently fitted.
1956 AUSTIN 5-ton tipper, B.M.C. diesel, wooden body, in good condition.
1955 BEDFORD 7-ton short-wheelbase tipper, steel U body, good condition.
1955 BEDFORD 5-ton short-wheelbase tipper, steel body, good condition.
1955 DODGE 6-ton tipper, 8-cu.-yd. wooden body, Eaton axle.
1953 FORD Thames 5-ton long-wheelbase truck, in excellent condition.
1948 AUSTIN ex-W.D. 6-wheel double-drive truck, in excellent running order.

HIRE-PURCHASE. PART-EXCHANGES.

OPEN SATURDAYS TILL 6 P.M.

SUNDAYS 10 A.M. - 4 P.M.

PHONE, ACOCKS GREEN 0677-8-9.

COVENTRY ROAD, BIRMINGHAM. 803-7279

COVENTRY AND JEFFS, LTD.,

COMMERCIAL-VEHICLE SPECIALISTS.

TIPPERS!

SEDDON Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 x 20 tyres, £1,050.
SEDDON Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 x 20 tyres, £980.
SEDDON Mk. 5S10 tipper, 1956, new engine recently fitted, tyres good, £975.
COMMER TS3 1955 long-wheelbase tipper, 7-tonner, tyres good, £950.
COMMER TS3 tipper, 1955, 7-tonner, tyres fair, £925.
BEDFORD 6-ton tipper, 1958, Bedford engine, one owner, £895.
BEDFORD 7-ton tipper, 1957, diesel, very clean, £850.
DODGE 144AR6 tipper, 1954, tyres reasonable, a clean vehicle, £850.
COMMER Diesel tipper, 1954, reasonably clean, £595.
DODGE 103AP6 tipper, 1951, new engine recently fitted, tyres fair, £395.

LONG WHEELBASE TRUCKS.

GUY Otter 1953 long-wheelbase truck, alloy body, P6 engine, Eaton 2-speed axle, £500.
DODGE 1949 petrol long-wheelbase drop-side, wooden body, £175.

DEMONSTRATION WITHOUT OBLIGATION!

STAFFORD STREET, BRISTOL, 3.
Phone 6-4661. 803-57

Used Goods Vehicles (contd.)

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers 25 ft. long. Much the best trailers built today.
TRADE for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mustang chassis and cab, takes 21-ft. body, £3,612.
A.E.C. Mercury long-wheelbase, takes 21-ft. body, £3 025.
A.E.C. Mercury Mark II tractor unit, fitted with York 16-ton 16-ft.-in-well low-loading trailer, knock-out axle, £4,342.
A.E.C. Mercury Mark I tractor unit, complete with used Carrimore 25-ft. platform trailer, S.A.E. coupling, complete outfit, £3,351 13s. 6d.
BEDFORD 7-ton short-wheelbase square-body tipper, Leyland engine, choice of two, £2,000 each.

SPECIAL A-LICENCE VEHICLES.

BEDFORD 1957 Boys trailing-axle 6-wheeler, R6 engine, platform body, good condition throughout, 4 tons 10 cwt. West Midland licence expires October 31, 1959.
GUY Otter, 1953, P6, 2-speed axle, fair condition. 2 tons 19 cwt., Western Area licence expires March 24, 1961.

LONG WHEELBASE.

E.R.F. 1954 twin-steer, 5LW, 21-ft. drop-side wood body, one owner, fitted with 10.00 by 20 tyres, in exceptional condition, £2,250.
BEDFORD 1957 R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,700, choice of two.
ALBION 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.
A.E.C. Mammoth Major 1947 8-wheeler, 7.7 engine, 2-stick model, aluminium platform body, wood floor, exceptionally well-maintained vehicle in good, clean, ready-to-work condition, £900.
LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.
BEDFORD 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.
GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.
BEDFORD 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyres fair, ready for work, £550.
BEDFORD 1954 long wheelbase truck, fitted with Meadows 4-cylinder diesel engine, good condition throughout, £475.
SEDDON 1953 P6 long-wheelbase platform, fair condition throughout, £450.
FORD 1956 D long-wheelbase double-drop-side, £450.
BEDFORD 1953 A-type 5-ton petrol, standard long-wheelbase platform, one very careful owner since new, £400.
SEDDON 1948 long-wheelbase, Gardner 4LK engine, very good condition throughout, £400.
GUY Otter 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £400.
LEYLAND Comet, 1948, long-wheelbase platform, £350.
FODEN 1937 8-wheeler, platform, Gardner 6LW diesel engine, £325.
BEDFORD 1951 7-ton long-wheelbase platform, petrol engine, £325.
MAUDSLAY, 1948, A.E.C. 7.7 engine, twin-steer platform body, fair condition, £250.
SEDDON 1947 P6 long-wheelbase double-drop-side, £200.
ALBION 1947 6-ton long-wheelbase drop-side, Perkins P6 diesel engine, £100.
THORNYCROFT 1949 long-wheelbase, diesel engine, poor condition, £100.
VULCAN 1949 long-wheelbase platform, Perkins P6 diesel engine, £100.
COMMER 1951 long-wheelbase platform, Commer petrol engine, £50.

TRAILERS AND ARTICULATED.

E.R.F. 1946, Gardner 5LW, complete with new 20-ft. in the well, 15-20-ton Dyson low-loading trailer and Tasker 14-ton platform tandem-axle semi-trailer, all S.A.E. coupling, will split, the tractor unit is ex-weil-known C licence operator, is in outstandingly good condition, complete outfit, £3,000.
DYSON new 15-20-ton low-loading semi-trailer, 20 ft. in weil, vacuum brakes, £1,575.
YORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.
ALBION 1951 4-cylinder diesel, 25-ft. Carrimore close-coupled semi-trailer, £675.
TASKER platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.
CARRIMORE 12-ton 25-ft. platform trailer, exceptionally good condition, air brakes, S.A.E. coupling, £450.
ALDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar knock-out axle, £350.
B.T.C. 20-ft. boxvan, semi-trailer, B.T.C. coupling, £125.
TASKER 20-ft. boxvan, semi-trailer, B.T.C. coupling, £125.
BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.
BEDFORD 1947 Scammell tractor unit, £50.

TIPPERS.

MAUDSLAY 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.
BEDFORD 1955 5-ton A-type petrol tipper, Telehoist underbody tipping gear, steel body, one-owner machine, in exceptionally good condition throughout, £450.
BEDFORD 1957 7-ton short-wheelbase tipper, R6 diesel engine, new tyres, £650.
AUSTIN 1955 5-ton steel-body petrol tipper, clean condition, £425.
COMMER 1952 P6 standard wood body tipper, £400.
BEDFORD 1953 petrol 5-ton steel body, excellent condition throughout, £250.

(Continued in next column)

Used Goods Vehicles (contd.)

DODGE 1955 P6 long-wheelbase wood body tipper, 2-speed axle, £750.
MAUDSLAY, 1948, Pilot tipping gear and wood body, 4LW Gardner engine, £400.

VANS.

LAND-ROVER 1957 88-in.-wheelbase, petrol, £400.
BEDFORD 1956 10-12-cwt. Utility van, Bedford petrol engine, £350.
LAND-ROVER 1952 88-in.-wheelbase, petrol, £275.

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 803-48

WARWICK MOTORS

E.R.F. 1955 4-4G fitted Eaton 2-speed axle, brand new cab, 9.00 by 20 tyres, 18-ft. drop-sided body.
E.R.F. 1953 (late) 4-5G, in clean condition, 9.00 by 20 tyres, 18-ft. drop-sided body.
ALBION Chieftain 1952, coach-built cab, 17 ft. 6 in. flat platform body, 8.25 by 20 tyres, all good.
BEDFORD 1957 S type, R6, 7-tonner, flat platform, 9.00 by 20 tyres, one owner.
DODGE 1956 7-tonner, R6 engine, 9.00 by 20 tyres, drop-side body.
DENNIS 1953 Centaur, 5½-litre engine, 17-ft. 6-in. flat platform body.
SEDDON 1954, P6 engine, long-wheelbase, flat platform lorry.
SEDDON 1947, P6 engine, long-wheelbase drop-side body.
BEDFORD 1954, S type, 7-ton short-wheelbase tipper, U-shaped steel body.
BEDFORD 1953 S type, Perkins P6, tractor chassis, cab, Scammell coupling.
FODEN 1955 8-wheeler, 6LW engine, double-drive, 24-ft. body.
THORNYCROFT 1945 Sturdy, petrol, £50 to clear.

STOKE GARAGE,
COPELAND STREET,
STOKE-ON-TRENT.
Phone 47507-8. 803-7278

FORD AND SLATER, LTD.,

ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR

USED GOODS VEHICLES WARRANTY,

SIGNED BY A DIRECTOR OF THE COMPANY.

1953 DODGE 6-ton P6, 15-ft. timber double-drop-side body.
1954 DODGE 7-ton R6 16-ft alloy flat, 9.00 by 20, choice of two.
1954 BEDFORD R6 7-ton 16-ft. timber double-drop-side body, choice of two.
1956 BEDFORD R6 7-ton 16-ft. timber double-drop-side body.
1953 BEDFORD 7-ton petrol, 16-ft. timber double-drop-side.
1952 BEDFORD 5-ton P6 van, 14 ft. 7 in. by 7 ft. high.
1956 GUY Otter 4LK, 17-ft. alloy platform body.
1954 FODEN 2-stroke, 18-ft. timber flat.
1953 LEYLAND Comet, normal control, 17-ft. 4-in. timber cattle truck.
1954 LEYLAND Comet, normal control, fitted 18-ft. timber flat.
1955 LEYLAND Comet, forward control, medium-wheelbase, 15-ft. bulk tipping body.
1958 AUSTIN 5-ton diesel, normal control, fitted 14-ft. 3-in. timber flat.
1950 AUSTIN A40 hign-body van.
1953 SEDDON P6, 15-ft. 9-in. timber flat.
1954 BEDFORD R6 7-ton 16-ft timber double-drop-side body, reconditioned engine.
1956 LEYLAND Comet short-wheelbase normal-control tipper, fitted 14-ft. 6-in. timber tipping body.
1956 LEYLAND 8-wheeler, trailing axle, 23-ft. drop-side body, alloy underframe, good tyres, unladen weight, 7-1-0, £2,450.

FORD AND SLATER, LTD.,
GWENDOLEN ROAD, LEICESTER.
Phone 36117-9. 803-29

CAR MART, LTD.,

SIX MONTHS' GUARANTEE
WHERE STATED.

10% DEPOSIT.

1955 FORD 10-cwt. van, £215.
1958 BEDFORD 25-cwt. diesel (Hawson body) van, 1,000 miles, guaranteed, £850.
1949 THORNYCROFT Sturdy diesel long-wheelbase drop-side truck, £195.
1957 MORRIS Cowley van, guaranteed, £465.
1955 FORD 30-cwt. (4D) diesel van, £395.
1957 COMMER 3-ton drop-side truck, 14,000 miles, guaranteed, £625.
1956 BEDFORD 10-12-cwt. van, £345.
1958 FORDSON 15-cwt. van, 17,000 miles, guaranteed, £485.

THE CAR MART, LTD.,
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 803-71

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,

GLASGOW BELL 0073.
PRESTON, LONGTON 3255.
CARLISLE 25422.

AUTHORIZED DEALERS.

ALBION. FORD COMMERCIALS.

EARLY DELIVERIES.

NEW ALBION MODELS.

CALEDONIAN 8-wheeler.
CREIVER 6-wheeler
CLYDESDALE Chieftain and Claymore 4-wheelers.
NEW Thames Traders, petrol and diesel powered, 4- and 6-cylinder engines, 5 cwt. to 7 tons.
NEW York trailers, 8 tons upwards, single and tandem axles.
1956, June, B.M.C. 7-ton long-wheelbase diesel 16-ft. 6-in. platform lorry, 900 by 20 tyres, 2-speed axle, power steering, exceptionally fine order throughout, includ ng paintwork and tyres.
1955, September, SEDDON P6 long-wheelbase platform lorry, 5-speed box, 2-speed axle, excellent condition, including tyres.
1954 ATKINSON 4LK unit long-wheelbase platform body, good mechanical and body condition.
1954 ALBION Clydesdale, 21-ft. platform body, very fine order throughout, only needs seeing.
1952, September, 10-cwt. VANGUARD van, new differential, newly painted, all good tyres.
1949 MAUDSLAY Meritor 8-wheeler chassis and cab, 9.6 A.E.C. unit.
1948 SEDDON P6 platform lorry, good order.
1948 ALBION FT3 (petrol) long-wheelbase platform lorries, bodies very clean and fresh, ex-brewery. Choice of several. Excellent vehicles for coal merchants.
1939 LEYLAND Beaver lorries, trailer models, with or without crane or Dyson draw-bar trailers; also a number of 16-ft. 6-in. containers.

FORK-LIFT TRUCKS.

FORK-LIFT trucks; 3,000- to 6,000-lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton Mobile crane, electrically operated with Perkins P4 diesel unit mounted on 4-wheel chassis, all in new condition.
N.B. Next motor auction sale April 2 next.

MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
Phone Longton, Lancs 3255-6. 803-31

PRAILLS (HEREFORD), LTD.,

COMMERCIAL-VEHICLE SPECIALISTS.

ATKINSON. AUSTIN. DODGE. FORD.

1956 AUSTIN 3-ton, forward control, petrol, with 15-ft. detachable stock container.
1956 FORD 4-ton 4D diesel platform lorry, exceptionally clean condition.
1954 COMMER 7-ton TS3 diesel 13-ft. 6-in. wheelbase chassis-cab.
1951 DENNIS Max 7-ton 20-ft. platform lorry.
1950 DENNIS Jubilant 8-wheel 24-ft. platform lorry.
1950 LEYLAND Comet drop-sided lorry.

PRAILLS (HEREFORD), LTD.,
HOLMER ROAD,
HEREFORD.
Phone 4221 (six lines). 803-65

BROWNHILLS MOTOR SALES,

PHONE, BROWNHILLS 2307, 2336 and 2392.

LEYLAND.

ALBION. SCAMMELL.

ALL MODELS FOR IMMEDIATE DELIVERY.
24-HOUR HEAVY-DUTY BREAKDOWN SERVICE.

1958 MORRIS Minibus.
1958 B.M.C. Prime Mover with 25-ft. trailer.
1956 LEYLAND Octopus, long-wheelbase, air brakes.
1956 LEYLAND Steer, long-wheelbase, air brakes.
1956 LEYLAND Comet, forward control, 29-ft. body, 10.00 by 20 tyres.
1956 LEYLAND Comet, forward control, long-wheelbase chassis-cab.
1957 COMMER TS3 long-wheelbase chassis-cab.
1956 DODGE long-wheelbase, fitted 2-speed axle.
1955 BEDFORD 7-ton long-wheelbase.
1954 BEDFORD 7-ton short-wheelbase tipper, fitted steel body.
1950 BEDFORD cattle truck, £150.
1951 ALBION 6-wheeler, fitted new 21-ft. body, unladen weight 4 tons 12 cwt.
1956 LEYLAND Comet forward-control long-wheelbase flat.
1958 BEDFORD 7-ton long-wheelbase drop-side body, 2-speed axle.
1950 BEDFORD 4-ton tipper, petrol.
1958 BEDFORD 15-cwt. van.

BROWNHILLS MOTOR SALES,
WATLING STREET (A5), BROWNHILLS, STAFFS
Phone, Brownhills 2307, 2336 and 2392.
803-428

Used Goods Vehicles (contd.)

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.

Waltham Cross 2275-7.
BEDFORD DEALERS, FODEN DISTRIBUTORS.
PERKINS SIGNHOLDERS.

NEW BEDFORD 15-cwt. H.D. CAV van.
NEW LAND ROVER 88-in wheelbase, petrol, standard.
1952 BEDFORD 5-ton truck, rebuilt, as new.
1955 B.M.C. 5-ton, diesel, long platform truck, excellent condition.
1951 FODEN DG 6-12 platform.
1954 FODEN FE 6 platform, 12-ton, 6-wheel.
1952 AUSTIN 10-cwt. van.
1957 AUSTIN A35 van.
1951 FORD 5-cwt. van, reconditioned and painted.
1950 FODEN FG 6-12-ton 6-wheel truck. 803-97

SAVILLE MOTOR SALES, LTD.,

MAIN VAUXHALL AND BEDFORD DEALERS,
HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 3681 (10 lines).

1957 Thames 4D drop-side lorry.
1956 BEDFORD 7-ton forward-control tipper, petrol engine.
1956 COMMER TS3 diesel 7-ton drop-side lorry.
1956 Model DODGE diesel 7-ton long-wheelbase platform lorry, 2-speed axle.
1954 AUSTIN prime mover, diesel.
1951 Thames diesel 5-ton, strip-down cattle container.
1951 BEDFORD petrol 2-3-ton platform lorry.

REDBROOK, MONMOUTH.
Phone 336 and 7. 803-144

MAYFAIR GARAGE (TAMWORTH), LTD.,

COMMERCIAL MOTOR SPECIALISTS.
COLESHILL ROAD,
FAZELEY, TAMWORTH, STAFFS.
Phone, Tamworth 1396-7.

MAUDSLAY Twin Steer, 1948, fitted A.E.C. 7.7 engine, 24-ft. platform body, in very good condition.
SEDDON, 1953, articulated tractor unit, fitted P6 engine, 22-ft. platform, semi-trailer, the whole unit in very good condition.
LEYLAND Hippo 1948 6-wheel double-drop-end tipper, fitted with new type cab and 18-ft. 6-in. body, with 4-ft. fixed sides. 803-134

JESSUPS (STRATFORD), LTD.,

125-134 HIGH STREET,
STRATFORD, E.15.
Maryland 6699.

BEDFORD MAIN DEALERS AND PERKINS SIGNHOLDERS.

1954 FORD Thames 8-ton Sussex 6-wheeler with Perkins P6 engine.
1954 DENNIS Stork diesel 3-ton van, one owner, £415.
1957 BEDFORD 3-ton diesel truck, in excellent condition.
1953 BEDFORD 8-ton Scammell unit, petrol, £245.
SELECTION 10-12-cwt. vans, Dormobiles, etc. 803-73

G. S. OSCROFT AND CO., LTD.,

MAIN BEDFORD DEALERS:—

1956 AUSTIN 5-ton long-wheelbase tipper, B.M.C. diesel engine, normal control, twin ram front end-tipping gear, drop-side body, in good condition.
1955 DODGE 145 AR6 long-wheelbase platform truck in excellent condition, diesel engine, good appearance.
1955 DODGE long-wheelbase 5-ton drop-side tipper, twin front end-tipping gear, Perkins P6 engine, in excellent condition.
1955 BEDFORD 7-ton forward control short-wheelbase tipper, with single ram front end-tipping gear with stabilizer, Perkins R6 engine, well shod, in excellent condition.
1954 GUY Otter, 7-ton Gardner 4LK engine, alloy platform, 2-speed rear axle, in fair condition.
1953 DENNIS Max diesel tipper, in excellent condition.
1952 BEDFORD 5-ton short-wheelbase tipping truck, in excellent condition, £225.
1951 DODGE 5-ton long-wheelbase tipper, twin front end-tipping gear, Perkins P6 engine, in good condition.
1950 MAUDSLAY Mustang twin steer, 21-ft. platform truck, new cab just been fitted, in excellent condition.
1950 COMMER 5-ton drop-side tipper, twin ram underfloor gear, QX petrol engine, in fair condition.

G. S. OSCROFT AND CO., LTD.,

DERWENT ST., DERBY.
Phone, Derby 40171. 803-78

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.,

OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES:—

AT Airport Garage, Newmarket Rd., Cambridge. Phone, Cambridge 56291.
1956 AUSTIN A40 van, low mileage, good tyres, unlettered, £320.
1955 AUSTIN 1-ton forward-control van, good condition, £350.
1951 FORD 5-ton petrol truck, green, good tyres, runs well, £100.
1948-9 AUSTIN 3-way 25-cwt. vans, choice of three, £100.
1947 AUSTIN 2-3-ton truck, good condition, £120.
1946 BEDFORD 2-3-ton truck, good condition, £100.
EX-W.D. STANDARD 12 pick-up, choice of two, £55.
AT 63 Bridge St., Peterborough. Phone, Peterborough 4641.
1956 MORRIS J2 petrol van, colour maroon, fitted with a roof rack, ready for use.
1956 BEDFORD Workabus, colour green, one owner, fitted with a heater and windscreen washers, in good condition.
1949 COMMER 5-ton drop-side truck, colour yellow, tyres fair, body sound, ready for immediate service.
AT 120 Goldington Rd., Bedford. Phone, Bedford 68386.
1953 AUSTIN 5-ton articulated, P6 engine, 22-ft. Hands trailer, good condition, £465.
1953 COMMER 25-cwt. van, tyres and general condition good, £165.
1950 AUSTIN 3-way van, good condition, £100.
1947 BEDFORD 2-ton pantechnicon, 900-cu.-ft. body, tyres and general condition very good, £125. 803-180

W. HAROLD PERRY, LTD.,

MAIN FORD DEALERS,
FINCHLEY.

OFFER THE FOLLOWING SELECTION OF USED VEHICLES:—

1957-58 Thames 9-cwt. vans, from £325.
1957-58 Thames 7-cwt. vans, from £365.
1959 Thames 5-cwt. van, 1,800 miles, taxed year, £410.
1955-56 FORDSON 10-cwt. vans, from £225.
1955 AUSTIN A35 vans, from £375.
1959, December, MORRIS diesel 1-ton van, £495.
1954 FORDSON 5-cwt. van, not guaranteed but good condition, £145.
10% Deposit or hire-purchase facilities to suit your needs.
INVICTA WORKS, North Finchley, N.12.

HILLSIDE 8888. 803-250

SMART AND BATTY, LTD.,

UPPER SHEFFIELD ROAD, BARNSLEY.
Phone, Barnsley 3032, 4582-3580.

MORRIS-COMMERCIAL AGENTS.

1955 BEDFORD 7-ton short-wheelbase tippers, alloy bodies, Perkins R6 diesel, in very good condition.
NEW MORRIS-COMMERCIAL 7-ton 12-ft. 6-in. wheelbase all-steel tippers, B.M.C. 5.1-litre diesel. 805-7313

1956, October, B.M.C. AUSTIN long-wheelbase tipper, steel body, clean, choice of two, £625.
1955 FORD 4D, extended chassis, 1,550 cu. ft., fibreglas roof, new body aluminium, £875.
1955 FORD 4D diesel 30-cwt. truck, specimen, choice of two, £415.
1955 SEDDON 25-cwt. van, new engine, P3 diesel, £345.
1954 SEDDON boxvan, P4 engine, aluminium body, very clean, £395.
1955, June, BEDFORD long-wheelbase tipper, petrol, A type, £345.
PHONE, Wigan 3715; after hours, Wigan 2624; also Wigan 3035. 803-268

GRAHAM AND ROBERTS, LTD.,

THE NUFFIELD SPECIALISTS,
BOTCHERGATE, CARLISLE.
Phone 26171 (4 lines).

1956 MORRIS 5-ton (B.M.C.) diesel forward-control 17-ft. 6-in. flat platform, 8.25 by 20 (12-ply) tyre equipment, helper springs, small mileage, one owner, immaculate, £985.
1953 MORRIS 5-ton diesel normal-control long-wheelbase end tipper, £300.
1957 BEDFORD Utilibrake 12-seater, heater, 2-tone blue, £450.
1958 AUSTIN 4-ton long-wheelbase mobile shop, side entrance, 8,000 miles, completely equipped, new price £1,980, bargain at £1,600.
NEW MORRIS 5-ton 160-in.-wheelbase forward-control chassis and cab, 8.25 by 20 (12-ply) tyre equipment, helper springs, list price £1,379 13s. 2d.
NEW MORRIS 7-ton 160-in.-wheelbase forward-control chassis and cab, Eaton 2-speed axle, power steering, step rings, 900 by 20 tyre equipment, list price £1,714 0s. 9d.
NEW MORRIS LD02 30-cwt. van, diesel, list price £969 17s. 10d.
NEW MORRIS LD2 30-cwt. petrol travelling shop, extended chassis, luxuriously equipped as general, cold-storage unit, 5-cu.-ft. conservator, painted and lettered to requirements, £1,500.
NEW MORRIS LD1 20-cwt. van, petrol, £798 16s. 4d.
NEW MORRIS J2 15-cwt. large-capacity van, 300 cu. ft., fibreglass roof, inside dimensions—length 9 ft. 2 in., height 6 ft. 10 in., width 5 ft. 7 in., painted, £760 17s. 8d. 804-7310

Used Goods Vehicles (contd.)

WILDE AND BENNETT, LTD.

BRAND-NEW Commer TS3, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licences, East Midlands, North West, Metropolitan, South Eastern and Yorkshire Areas.
BRAND-NEW Bedford, Commer, Leyland and similar articulated lorries, with special A licences, Northern Areas, prices on application.
1957 BEDFORD diesel 7-ton long-wheelbase lorry, immaculate condition, with special A licence Yorkshire Area, £1,950.
1950 DODGE diesel 6-7-ton long-wheelbase lorry, clean condition, with special A licence 3 tons, Yorkshire Area, £1,350.
1955 LEYLAND Comet forward-control 8-10-ton long-wheelbase lorry, 20-ft. platform, immaculate condition, appearance as brand new, only £1,375.
1958 ATKINSON 8-wheeler, syndronic lubrication, many extras, mileage 20,000 only, has only worked six months, cost £5,370, as brand new, our price £3,950.
1955 ALBION Chieftain 6-7-ton long-wheelbase lorry, been carefully used and maintained, as new, with special A licence 3 tons, East Midlands Area, choice of two, from £1,585.
1955 SEDDON 6-7-ton long-wheelbase lorries, very clean and good condition throughout, have to be seen, with special A licence 3 tons, East Midlands Area, choice of two, from £1,475. Vehicle with special A licence 3 tons, East Midlands Area, only £995.
1956 Model COMMER TS3 7-ton long-wheelbase lorry, £675.
1955 BEDFORD 5-6-ton long-wheelbase lorry, Perkins P6, Baico extension, 17-ft. platform, very clean, only £450; or available with special A licence, North West and Yorkshire Areas.
1955 Diesel 5-6-ton long-wheelbase tipper, clean condition, only £450.
1954 AUSTIN forward-control 5-6-ton long-wheelbase tipper, £275.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-483

USED UNITS.

1942 LEYLAND TSC18 Twin Steer 20-ft. platform.
1954 GUY Otter, 18-ft. 6-in. platform, 4LK engine.
1952 FORD Sussex, P6 engine, 20-ft. platform body.
1956 ALBION Reiver, 0350 engine, 22-ft. platform.
1952 BEDFORD 2-ton Luton van, choice of three.
1944 ATKINSON 8-wheeler, double-drive, long-wheelbase chassis and cab.
1953 GUY Otter, P6 engine, 15-ft. platform body.
1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.
1946 THORNYCROFT TR6 tractor and trailer, 22 ft. 6 in.
1948 COMMER Commando 30-seater coach, petrol engine, good condition.
1950 AUSTIN Loadstar Luton van.

PHONE-CALL-WRITE.

USED UNITS,
WHITTLEFIELD,
BURNLEY, LANCS.
Phone, Burnley 2262. 803-61

CHASESIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.
Phone, Enfield 3456.

1950 Thames ET6 long-wheelbase 5-ton, £70.
TWO 1949-50 COMMER F.C. horseboxes, £475-£495.
1952 Thames P6 articulator with 6-ton semi-low-loading trailer, Tasker coupling, £395.
1955 ET6 petrol tipper, fair condition, £200. 803-211

CHANDLERS MOTORS, LTD.

LUTON vans and pantechnicons.

1955 BEDFORD A-type 4-ton Luton, 800-cu.-ft. duramin body, which cost £700, separate cab, used on light parcel work, in immaculate condition, £540.
1953 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.
1952 BEDFORD 4-5-ton pantechnicon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, choice of two, from £425.
1952 AUSTIN 3-ton pantechnicon, drop well, 800 cu. ft., a really clean vehicle, £275.
1951 BEDFORD 5-ton 1,000-cu.-ft. pantechnicon with drop well, Plymax body, in first-class order, £325.
1951 BEDFORD 4-5-ton pantechnicon, 1,200-cu.-ft. body, integral cab with drop well, under 3 tons, £400.

TRUCKS.

1955 BEDFORD A-type 5-ton diesel drop-sided truck, £475.
1953 BEDFORD 5-ton A-type truck, in first-class order, £320.
1951 BEDFORD diesel 5-ton drop-side truck, £225.

TIPPERS.

1950 AUSTIN Loadstar long-wheelbase tipper, £150.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 803-369

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.,

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Dudley Hill 1144-9.
OFFER FOR IMMEDIATE DELIVERY:—

NEW VEHICLES.

E.R.F., 6LW, 5-speed, double-drive 8-wheeler.
E.R.F. Twin Steer, 6LW.
A.E.C. Mercury Mark II chassis and cab, fitted Milshaw tipping gear and latest-type rack stabilizer.
FODEN 8-wheel 6LW double-drive chassis and cab.
FODEN 4-wheeler, latest 2-stroke, to take 22-ft. body.
ALBION Chieftains, fitted roller springs, 9.00 by 20 tyres, chassis and cabs, 19-ft. flats.
LEYLAND Super Comets.
LEYLAND Comets, 20-ft. flats.
E.R.F. 4.4 (G).
FODEN 8-wheel tipper.
A.E.C. 9.6 8-wheeler double-drive chassis and cab.
A.E.C. Mark II 17-ft. 3-in.-wheelbase chassis and cab.

USED 8-WHEELERS.

1956 LEYLAND 600, fitted with 24-ft. flat, immaculate condition.
1952 FODEN, latest 2-stroke Mark V engine, double drive, first-class machine throughout.
1951 LEYLAND 600 engine double-drive 24-ft. flat.
1950 FODEN, 6LW, double-drive, fitted 24-ft. alloy flat.
1950 MAUDSLAY, fitted 9.6, 5-speed box, 24-ft. flat, been used from new by C-licence operators.
1948 A.E.C. 9.6, double drive.
1946 ATKINSON, 6LW, double drive.
1955 A.E.C., 9.6, double drive.
1955 LEYLAND 8-wheelers, choice of three.
A Number of cheap 8-wheelers, including E.R.F., A.E.C., etc., from £300 each.

USED TIPPERS.

1955 THORNYCROFT Sturdy, medium wheelbase, fitted reconditioned engine, Anthony hoist gear and steel body.
1955 BEDFORD A type, petrol, fitted new gears and bodies, choice of three.
1950 FODEN, fitted reconditioned engine, new tipping gear and rack stabilizer and 22-ft. 6-in. alloy fixed-sided body.
1948 DENNIS tipper.
1946-47 E.R.F., 7.7, fitted with tipping gears and new wood bodies; choice of four.
1955 ALBION Chieftain medium-wheelbase tipper, fitted new gear and body.
1946 FODEN, 6LW, fitted with new gear and fixed-sided body, 18 ft. 6 in.

USED 6-WHEELERS.

1955 ALBION Reiver, Leyland Comet engine, 900 by 20 tyres.
1951 SENTINEL 6-wheeler, direct-injection engine.
1948 DENNIS, fitted 22-ft. 6-in. body, double drive.
1947 DENNIS, fitted Boys extension.

USED TWIN STEERS.

1950 MAUDSLAY twin steers, chassis and cab, choice of two, £500 each.
1948 MAUDSLAY, fitted 7.7, 5-speed box, choice of four.

USED 4-WHEELERS.

1956 COMMER TS3, fitted 9.00 by 20 tyres, 18-ft. bodies, in first-class condition, choice of two.
1955 COMMER TS3, fitted with 19-ft. drop-sided body.
1951 MAUDSLAY 7.7 20-ft. flat.
1951 ALBION HD, fitted with trailer equipment, all new tyres, in first-class condition.
1950 E.R.F., long-wheelbase, fitted with 6LW, immaculate condition.
1948 ALBION CX, choice of three.
1947-48 MAUDSLAY, 7.7 engine, 4LW, choice of four.
1945-48 E.R.F., fitted 7.7, choice of five.
1950 E.R.F., 6LW, 18-ft. 6-in. drop-sided body, trailer model.
1955 A.E.C. Monarch, fitted with 22-ft. alloy body, as new.
1956 LEYLAND Comet over-type 20-ft. flat.
1955 A.E.C. Mercury Mk. I.
1955 ALBION Clydesdale.
1958 BEDFORD (Bedford's own oil engine) 7-tonner.
1957 COMMER long-wheelbase, 9.00 by 20 tyres.
OVER 50 4-wheelers to choose from.

USED TRACTORS.

1943 SCAMMELL, ex petrol company.
1942 SCAMMELL 6LW 45-tonner.
A Number of all types of trailers.

(Continued in next column)

Used Goods Vehicles (contd.)

USED ARTICULATED.

1955 SEDDON, R6, fitted with 22-ft. Carrimore trailer.
ALL classes of articulated and 4-wheeled trailers.
SPARES for all types E.R.F., A.E.C., Foden, including engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.
DIFFERENTIALS and gearboxes for all models, cheap to clear.

NIGHT PHONE,
MIRFIELD 3183, 2160.
WALES:
S. COWDELL, NEWPORT 59866. 803-435

LEYLAND OCTOPUS drop-side, 8-wheeler, October, 1953. LEYLAND OCTOPUS drop-side, 8-wheeler, November, 1953. LEYLAND OCTOPUS drop-side, 8-wheeler, October, 1951. LEYLAND OCTOPUS drop-side, 8-wheeler, December, 1951. LEYLAND OCTOPUS drop-side, 8 wheeler, November, 1951. LEYLAND OCTOPUS drop-side, 8-wheeler, November, 1950. LEYLAND OCTOPUS drop-side, 8-wheeler, September, 1949. LEYLAND OCTOPUS drop-side, 8-wheeler, September, 1949. Austin diesel drop-side, 5-ton, May, 1956. Dennis Scammell articulated, September, 1948. Maudslay drop-side, 8-wheeler, July, 1948. Maudslay articulated drop-side, 8-wheeler, October, 1947.

AUTO SPARES.

VALLEY STREET NORTH, DARLINGTON
Phone 66746. 803-200

A. E. CONNORTON, LTD.,

SCAMMELL 24-ft. double-drop-sided trailer, fitted with 14.00 by 16 tyres, condition as new, £300.
1953 BEDFORD 5-ton van, fitted with twin roller shutter sides, Duramin body, £335.
1954 BEDFORD 5-ton van, fitted with twin roller shutter sides, Duramin body, £350.
1953 BEDFORD 25-cwt. vans, C licence, choice of seven, £250 each.
1955 BEDFORD S-type Scammell unit, R6 engine, C licence, £475.
HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 803-165

TWO 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gears, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.
SEVERAL 1947-50 Maudslay and E.R.F. 20-ft. platform bodies, all in first-class working condition.
TWO 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies, on 9.00 by 20 tyres, condition immaculate.
SEVERAL A.E.C., Leyland and Foden 8-wheel tippers, all fitted with 21-ft. wooden bodies, Pilot tipping gears, on 9.00 by 20 tyres; these vehicles are working daily and can be inspected by appointment.

APPLY
MURPHY BROS., LTD.,
FEATURE BUILDINGS,
MELTON ROAD, SYSTON, LEICS.
Phone, Syston 2951. 803-112

THE MINORIES GARAGES, LTD.,

JESMOND ROAD,
NEWCASTLE UPON TYNE, 2.
Phone 81-3333.

1955 AUSTIN 7-ton long-wheelbase tipper, diesel, 2-speed axle.
1946 BEDFORD 5-ton 4D diesel short-wheelbase tipper.
1949 COMMER 7-ton QX dropsider.
1953 COMMER 25-cwt. milk float with canopy.
1954 BEDFORD 5-ton platform, Perkins diesel.
1949 COMMER 7-ton QX tipper.
1955 AUSTIN A40 10-cwt. van. 803-181

BIRMINGHAM COMMERCIAL OFFER:—

1953 A.E.C. 8-wheeler, special A.
1952 BEDFORD 4-ton Luton van, 1,150 c.c.
1954 BEDFORD 30-cwt. truck.
1956 BEDFORD 30-cwt. Luton van.
1955 BEDFORD 7-ton long-wheelbase, special A.
1956 BEDFORD 7-ton long-wheelbase tipper.
1951 COMMER QX, P6 engine.
1946 FODEN tipper, reconditioned 5LW.
1949 LEYLAND Comet 6-wheeler.

TERMS AND EXCHANGES.
560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437-8. 803-179

Used Goods Vehicles (contd.)

PERCY D. SLEEMAN, LTD.,

LONDON COMMER DEALERS.

NEW COMMER 12-ton articulated unit, 25-ft. 12-ton semi-trailer with special A licence.
NEW COMMER 7-ton standard short-wheelbase tipper, 5-speed gearbox, air brakes, 9.00 by 20 tyres.
NEW COMMER Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform.
NEW COMMER 7-ton 13-ft. 6-in.-wheelbase chassis-cab, air brakes, 900 by 20 tyres, 5-speed gearbox.
1958 BEDFORD 7-ton long-wheelbase drop-side truck, 300-cu.-in. diesel engine, 2-speed axle and special A licence.
1957 DODGE R6 Mk. II, 19-ft. body with 3-ft. drop-side.
1949 FODEN Twin Steer long-wheelbase platform, 5LW Gardner, 900 by 20 tyres, with special A licence.
1955 Thames 5-ton 4D long-wheelbase truck, excellent condition.
1957 BEDFORD diesel 5-ton short-wheelbase tipper, splendid condition.
1950 ALBION Clydesdale 6-wheel diesel platform truck.
1956 THORNYCROFT Trident, 5LW Gardner, 20-ft. platform with special A licence.
1944 E.R.F. Model C15, 18-ft. platform, 5LW Gardner, excellent condition.
1939 FODEN twin-steer, 5LW Gardner, 20-ft. platform.

38 UXBRIDGE ROAD,
EALING, W.5.
PHONE, EALING 7987.
After hours, Western 1321. 803-316

1956 AUSTIN diesel 4-5-ton truck, repainted, cream and blue, 750 x 20 tyres, heater, excellent condition, has carried light loads only, £675.
1957 Thames 4D 4-ton drop-side truck, repainted green, above-average condition, £600.
1955 BEDFORD CA van, £225.
SELECTION of 5- and 7-cwt. vans always available. Send for full list. Deliver anywhere.

MANN EGERTON AND CO., LTD.,

PRINCES STREET, IPSWICH.
Phone 55401. 803-90

CROSSROADS COMMERCIALS, LTD.

1957 5-ton FORDSON 4D drop-side.
1955 6-ton A-type BEDFORD tippers, petrol and diesel; choice of four, short- and long-wheelbase.
1954 S-type BEDFORD articulated low loader, P6 engine, knock-out axles.
1948 FODEN 6LW tipper, steel body, clean.
1948 LEYLAND Octopus, O-600, double-drive, 24-ft. flat.
1948 ALBION CX tipper, aluminium body.
1946 ATKINSON A.E.C., 7.7 engine, double-drive, 24-ft. platform.
1946 A.E.C. platform, 24 ft., double-drive, 9.6 engine.
1943 FODEN tipper, 8-speed, steel body, 12 in. chassis.

CROSSROADS COMMERCIALS, LTD.,

GILDERSOME, NEAR LEEDS.
Phone, Morley (near Leeds) 4144-5-6. 803-195

£425. 1954 BEDFORD A-type short-wheelbase diesel tipper.
£425. 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.
£275. 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.
£195. 1949 SEDDON 6-ton diesel lorry.
£525. 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-sided body for coal carrying.
£225. 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.
£225. 1949 VULCAN twin-ram tipper, fitted with 2-speed axle, clean vehicle.
£575. 1954 10-ton BEDFORD Scammell, R6 modified engine, complete with trailer, clean outfit.
£165. 1951 AUSTIN 5-ton Loadstar, fitted P6 diesel engine, clean wagon.
£285. 1955 FORD 4D diesel 2-3-ton lorry.
£100. Perkins P6 engine complete with all fittings for Vulcan and Bedford.
£75. 1-ton Burtonwood hydraulic tailboard lift.
£100. 1-ton Hyster for Bedford chassis.
255 WALTON LANE, Liverpool, 4. Aintree 1873. 803-496

HENDY FOR FORD.

EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

1952 BEDFORD 7-ton, Baico extension, £200.
1954 Thames 4D short-wheelbase truck, £275.
1952 Thames 4D tipper, choice of two, £335.
SELECTION of 1957 5-cwt. Thames vans.

PERCY HENDY, LTD.,
VINCENTS WALK, SOUTHAMPTON.
Phone, Southampton 28331.
ALSO AT CHANDLERS FORD. PHONE 2271. 803-279

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), LTD.,
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler, 6LW, double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements.
A.E.C. Matador 4 by 4 fixed-side lorries, ex W.D., power-operated winch, 13.50 by 20 tyres in excellent condition, choice of two.
1958 LEYLAND Beaver, 19-ft. 6-in. drop-side body, 10.00 by 20 tyres, full air pressure brakes, in very good condition.
1957 LEYLAND Comet 105, twin-ram tipping gear, 15-ft. 3-in. drop-sided tipping body, 9.00 by 20 tyres, 2-speed axle, in excellent condition.
DIAMOND 7 wreck recovery vehicle, 6 by 6 power-driven crane and winch, equal to new, ex M.o.S.
1955 E.R.F. 4.4G, 4LW Gardner engine, 21-ft. drop-sided body, 9.00 by 20 tyres, in very good condition.
1951 E.R.F. 4-wheeler, 5-cylinder engine, 18-ft. drop-sided body, air pressure brakes, 9.00 by 20 tyres, in good condition.
1952 FORD ET6 short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.
1948 ATKINSON 8-wheeler, double-drive axles, 24-ft. drop-sided body, 40 by 8 tyres, in very good condition.
1950 A.E.C. 8-wheeler, double-drive axles, 9.6-litre engine, end hydraulic tipper, 10.00 by 20 tyres, 18-ft. alloy body.
1948 A.E.C. Monarch, 9.6-litre engine, 18-ft. drop-sided body, 10.00 by 20 tyres, in very good condition, price £650.

BEECH'S GARAGE (HANLEY), LTD.,
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S.-on-T. 25249 and 25240. 803-434

CENTRAL GARAGE,
BARNSLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRACT.
Phone, South Elmsall 276-7-8.

USED VEHICLES.

BEDFORD 5-ton longwheelbase with drop-side body, 1953.
SEDDON, 1949, fitted P6 engine, and 16-ft. platform body.
FODEN 8-wheeler single-drive with reconditioned Gardner, 6LW, 24-ft. platform, 1945.
MAUDSLAY Mogul, 7.7 engine, 20-ft. platform body, 1949.
COMMER QX with platform body, 1949.

TERMS AND EXCHANGES.

CENTRAL GARAGE,
SOUTH ELMSALL. 803-213

E. RAYMENT, LTD.,
DODGE DISTRIBUTORS FOR EAST LONDON.

DODGE 124AP6 diesel tractor unit, November, 1956, low mileage, with 23-ft., 10-12-ton Scammell trailer.
DODGE 225AP5 diesel, December, 1957, fitted light alloy platform.
BEDFORD O model, petrol, Scammell tractor unit, very good condition.
BEDFORD S model, petrol, Scammell tractor unit, very good condition.
BEDFORD O model, petrol, 5-ton drop-side truck, very good condition.
BEDFORD O model, diesel tractor, fitted 20-ft. Scammell trailer.
FORD 4D platform, 1956, H.D. equipment, 5-ton.
334-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 803-286

COM MOTORS, LTD.
1957 AUSTIN 5-ton short-wheelbase tipper, immaculate condition, £595.
1957 FORD 5-cwt. van, one owner, exceptional £295.
1956 BEDFORD 10-12-cwt. vans, one owner, immaculate throughout, choice of two from £775.
1956 FORD Thames 4D 2-ton diesel standard van, low mileage, £500.
1955 AUSTIN 3-ton forward-control long-wheelbase diesel trucks, one owner, £525.
1953 BEDFORD 3-ton long-wheelbase truck, one owner, £350.
LARGE variety of used commercial vehicles always available and covered by our three-months' guarantee.
FORTESS GROVE, Fortess Rd., Kentish Town, London, N.W.5. Gulliver 5888-9. 803-350

ROSS GARAGES (SALES), LTD.,
PENARTH ROAD, CARDIFF.
Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.
FORD AND ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

ATKINSON 8-wheeler chassis cab, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.
COMMER 7-ton Rootes, diesel, air brakes, 13-ft. 6-in. wheelbase.
THAMES Trader 6D, 6-cu.-yd. tipper.

USED VEHICLES.

1952 VULCAN with 7-8-tonner platform body, Mark 3, Meadows engine.
MAUDSLAY 7-8-tonner, Gardner 5LW, will sell for spares value.
1956 LEYLAND Octopus 8-wheeler, air brakes, Syndromic lubrication. 803-343

846

Used Goods Vehicles (contd.)

FRANK G. GATES, LTD.,
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wanstead 6633.

1955 BEDFORD Dormobile, very clean, £395.
1950 BEDFORD 5-ton petrol truck with canvas tilt, £150.
1951 BEDFORD 5-ton petrol truck with canvas tilt, £195.
1949 COMMER 5-ton flat platform, £100.
1949 BEDFORD-SCAMMELL tractors, choice of two, £95.
1955 3-ton DODGE long-wheelbase truck, P4 diesel, choice of two, £295 and £345.
1955 AUSTIN 1-ton petrol van, £325.
1954 BEDFORD 7-ton tipper, 13 cu. yd., R6 engine, £525. 803-346

WELCH'S GARAGE (STAPLEFORD), LTD.,
BEDFORD DEALERS.

NEW VEHICLES.

6-TON forward-control long-wheelbase chassis and cab.
7-TON normal-control long-wheelbase complete truck.
BOTH with 300 diesel engines.
10-12-CWT. standard C.A. van, in primer.

USED VEHICLES.

1955, October, ALBION Reiver, large-bore Chieftain engine, 23-ft. platform, unladen weight 4 tons 18½ cwt., £1,075.
1956, March, FORD 4D, 14-ft. truck body, small mileage, as new, £500.
1954, November, BEDFORD 7-ton S-type long-wheelbase with almost new body, 4LNX tipper, reconditioned R6 and nylon tyres, an exceptional square and clean motor, far above average, £675.
P6 Engine and conversion for AUSTIN Loadstar, very small mileage, £125.

LONDON ROAD, STAPLEFORD, CAMBS.
SHELFORD 3017-8-9. 803-241

RHODYATE SERVICE STATION, LTD.,
CLEEVE, NEAR BRISTOL.
Phone, Yatton 3132-3.
CENTRAL SALES OFFICE, BRISTOL 77667.

1956, December, FORD 10-cwt. van, in exceptionally good order, one careful owner, £275.
1955 BEDFORD P6 diesel drop-side truck, fitted heater, one owner, £500.
1954 BEDFORD, A-type petrol engine, drop-side truck, very clean and tidy, £380.
1951, August, SEDDON P6 diesel, long-wheelbase Pilot twin-ram tipper, £475.
1949 MORRIS Saurer diesel 16-ft. drop-side truck, £250.
1947 MORRIS 30-cwt. Luton van in first-class order, £200.
1947 GUY Vixen 1,200-cu.-ft. capacity Luton van, £150.
1946 MORRIS petrol 2-ton drop-side truck, £75.

DO A GOOD DEAL BETTER
AT RHODYATE.
Phone, Yatton 3132. 803-277

1940 CX5 ALBION 6-wheeler double-drive, 24-ft. platform, immaculate condition, ready for work.
1956 AUSTIN B.M.C., 7-ton, Eaton 2-speed, 18 ft. by 6 ft. double-drop-side, 900 by 20 tyres, ready for work.
1956 AUSTIN B.M.C. 7-ton, 16 ft. by 6 ft., double-drop-side, Eaton 2-speed, 900 by 20 tyres, ready for work.
P. AND M. KAYE, LTD., Hare Works, Hare Row, E.2. Phone, Sho 9211. 803-72
1951 ALBION CXIN model with 18-ft. platform.
1949 DODGE 5-ton diesel tipper with steel body.
1954, November, 7-ton DODGE long-wheelbase tipper, Eaton 2-speed rear axle.
1955 FORDSON 4-ton 4D diesel tipper, choice of two.
1956 FORDSON 4-ton 4D diesel tipper with aluminium body.
1949 MAUDSLAY Mogul Mark II with A.E.C. 7.7 engine.
H.P. and insurance facilities available.

WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 803-33

SPA GARAGES (LEEDS), LTD.,
MEANWOOD ROAD,
LEEDS, 7.
Phone 34884.

1955 ALBION Reiver 6-wheeler, fitted with fully reconditioned Chieftain engine, £1,550.
1953 VULCAN long-wheelbase, fitted P6.
1953 SEDDON artic. with 23-ft. trailer, fitted new driver's cab; rewired, Eaton 2-speed axle, £525.
1951 ALBION Chieftain 16-ft. 6-in. flat.
1952 ALBION Clydesdale artic., 20-ft. 6-in. trailer, engine reconditioned, tyres good, £925.
1949 MORRIS-COMMERCIAL long-wheelbase flat, petrol, £80.
1948 SEDDON, reasonable condition, £120.
PART-EXCHANGES, H.P. arranged. 803-410

Used Goods Vehicles (contd.)

TILBURY'S (SO'TON), LTD.,
CENTRAL STATION, BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER/KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES ARRANGED.

TERMS FROM 10%.

1955 DODGE diesel 106, fitted with 17-ft. 6-in. platform alloy body and twin-speed axle, one owner, excellent condition.
1951 SEDDON diesel Mk. 8 P6, Scammell tractor unit.
1950 SEDDON diesel Mk. 5L tractor unit with Carrimore coupling.
1950 MAUDSLAY drop-sider, fitted with 7.7 A.E.C. engine.
1950 SEDDON diesel Mk. 5L articulated tractor unit, complete with semi-trailer, bulk grain carriers, gravity discharge; the complete vehicle in excellent condition throughout.
1949 COMMER Superpoise Perkins diesel platform truck, considerably above average condition.
1958, September, SEDDON diesel 8/R tractor unit, fitted with Scammell coupling, 16 by 500 twin-speed rear axle, heavy David Brown gearbox, R6 engine, de luxe cab, fitted with screen washers, incorporating illuminated roof sign, genuine 15,000 miles, one C licence operator can be described as new.
ALWAYS in stock, diesel-engined vehicles between £200-£400. 803-430

SPURLING CITY DEPOT OFFER:—
1958 BEDFORD 15-cwt. furniture van, mileage 7,000, in new condition.
1956 BEDFORD 5-ton long-wheelbase hydraulic tipper, petrol engine, Bonallack body.
1955 AUSTIN A40 van.
1956 BEDFORD 10-12-cwt. van.

HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET,
LONDON, E.1.
Phone, Shoreditch 8433. 803-463

SENTINEL platform lorry, 1954, in excellent condition.
LEYLAND Comet, normal control 1952 dropsider.
MAUDSLAY, 1940, 6-wheeled platform body, fitted with Gardner diesel engine.
LEYLAND Comet, 1949, short-wheelbase standard tipper.
THORNYCROFT 1946 diesel drop-sider.
BEDFORD 1954 P6 articulated tractor chassis.
COMMER, 1953, insulated meat container, petrol, in excellent condition.

NEWCASTLE (STAFFS), MOTOR CO., LTD.,
NEWCASTLE ROAD,
TRENT VALE, STOKE-ON-TRENT.
Phone 64621-2-3. 803-438

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441-2.
1949 THORNYCROFT Sturdy, £150.
1946 VULCAN Perkins P6, £100.
TILLING-STEVENS 32-seater coach, 6LW Gardner engine, £200.
SEDDON distributors for Monmouthshire. 803-162
HEWENS' GARAGES, LTD., offer:—
MORRIS 1-ton pick-up, 1954, £185.
AUSTIN A55 pick-up, 1958, 14,000 miles, £450.
FORDSON 10-cwt. van, 1955, £195.
1954 1-ton MORRIS van, £200.
ALL in excellent condition.
HEWENS' GARAGES, LTD., Maidenhead. Phone 1400. 803-166
1956 COMMER TS3 7-ton long-wheelbase drop-side truck, one owner.
1955 BEDFORD 5-ton long-wheelbase chassis and cab, diesel.
ERRINGTONS, of Evington, Leicester 38102-3. 803-239

WHALEBONE MOTORS, LTD., OFFER:—
A.E.C. 8-wheeler, 9.6 engine.
E.R.F. 8-wheeler, Gardner 6LW engine.
FODEN F/G 4-wheeler, Gardner 5LW engine.
FODEN 8-wheeler double-drive, Gardner 6LW engine.
FORDSON articulated, P6 engine, 23-ft. B.T.C. 4-in-line step frame trailer.
SEVERAL good A.E.C.s, 4-wheelers, boxvans and platforms.
SEVERAL good BEDFORD-SCAMMELLS, 8-ton diesel units and trailers if required.
1956 FODEN 8-tonner, as new; choice of two.
1955 DODGE, P4 diesel, extra-long body.
ALBIONS, P6 diesel engines, excellent throughout.
E.R.F. Tractor unit, good throughout, Tasker semi-low-loading pantechnicon trailers, units for same if required.
SEVERAL SCAMMELL tractor units, 6LW engine, 40 by 8 tyre equipment, large-capacity tank, trailers suitable for same.
239-241 HIGH RD., Chadwell Heath, Essex. Phone, Seven Kings 5282. 803-359

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."
FOR "QUALITY TESTED SECURITY."

1958 AUSTIN omnicoach, low mileage, very good.
1950 BEDFORD-SCAMMELL with 20-ft. trailer.
1951 THORNYCROFT 6-ton diesel truck.
1951 BEDFORD 3-ton semi-Luton, large capacity.
1952 BEDFORD 1,400 c.c. pantechnicon.
1952 BEDFORD 3-ton boxvans.
1954 BEDFORD 12-cwt. builder's truck.
1956 BEDFORD 10-cwt. van.
1956 BEDFORD 3-ton long-wheelbase truck, low mileage.
1957 BEDFORD 12-seater Utilibrake.

OTHER makes and types available.
PART-EXCHANGES, hire-purchase.

USED-VEHICLE INQUIRIES TO

303 THE BROADWAY,
CRICKLEWOOD, N.W.2.
Gla 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Ruston St., N.1; Vigo Motors, W.10; and Colchester. 803-341

W. HAROLD PERRY, LTD.,

STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1958 (First registered) DENNIS Max, fitted booster box, well shod, mechanically sound, £350.
1950 E.R.F. 6-ton, fitted 4LK engine, mechanically sound, £500.
1949 LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.
1955 BEDFORD 7-cu.-yd. tipper, metal body, one owner, good condition, £700.
1952 Thames 5-ton ET7D boxvan, coachbuilt body with full roller shutter at rear, £385.

LARGE selection of 5-, 10- and 10-12-cwt. Thames vans always available.
MOST of the above are guaranteed for 90 days.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5-30 P.M. SATURDAYS. 803-251

GILBERT RICE, LTD.,

HORSHAM, SUSSEX.
Phone 4331.

1958 15-cwt. Thames builders' truck, customer exchanging to larger FORD truck, new price £680, a bargain, £495.
1957 BEDFORD 6-ton diesel truck, reconditioned engine, new body, excellent tyres, painted green, in first-class order throughout, £950.
1954 MORRIS J-type van, recellulosed black and maroon, excellent condition, £225. 803-399

THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD., Wakefield Rd., Brighouse, offer:—
1953 FODEN 8-wheeler, immaculate condition, including tyres.
1954 E.R.F. 8-wheeler, in first-class order.
1957 FORD 4D 1,600-cu.-ft. van, ready for immediate service.
1955 ALBIONS, 7-ton, long wheelbase, choice two.
1954 ALBION 7-ton, long wheelbase, immaculate.
1951 ALBION Chieftain.
1950 ALBION 6-ton, Chieftain engine, fully reconditioned throughout.
1955 BEDFORD, in first-class condition, immediate delivery, 5-ton A type.
1948-9 THORNYCROFT Sturdys, choice of two, £100 each, needs attention but in running order.
1953 7-ton COMMER tipper, fitted Perkins diesel, good condition throughout.
1954 MORRIS diesel 16-ft. 6-in. platform, excellent condition.
1951 COMMER QX model, choice of three.
1951 THORNYCROFT Sturdy Star, fitted Perkins ready for service.

NEW Albions and Leyland in stock.
ONE new 7-ton Bedford long-wheelbase tipper in stock, immediate delivery.
H.P. Terms to suit purchaser. Phone, Brighouse 1677-8-9. 803-473

SOUTHERN COUNTIES GARAGES, LTD.,

HIGH STREET, CRAWLEY, SUSSEX.
Phone 25666.

AUSTIN AND FORD COMMERCIALS.
FULL RANGE ALWAYS AVAILABLE.

1957 MORRIS 1-ton 14-seater LD1 Utilibus, £630.
1957 AUSTIN 152 van, low mileage, £495.
1957, November, AUSTIN 13-seater Omnicoach, 13,000 miles, heater, dual tone, extras, £495.
1956 BEDFORD long-wheelbase drop-side truck, £575.
1950 DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £265.

A Large selection of small vans always in stock. 803-402

Used Goods Vehicles (contd.)

BOTWOODS, LTD.,

COMMERCIAL VEHICLE SPECIALISTS,
OFFER:—

BEDFORD 5-ton long-wheelbase standard drop-side Perkins P6, first registered November, 1954, genuine 21,000 miles since new, original tyres with 30% tread, a first-rate vehicle, ex C licence operator, £595.
THAMES 4D medium-wheelbase, 4-cu.-yd. tipper, Telehoist underbody gear, vehicle very thoroughly overhauled, body is literally as new, excellent tyres, first registered September, 1955, £525.
MORRIS 5-ton forward-control 5.1 diesel 17-ft. 6-in. truck, good 8.25 (12-ply) tyres, exchange engine, gearbox and new batteries, passed 6 months, excellently maintained vehicle, registered August, 1955, £795.

THE ABOVE VEHICLES
GUARANTEED FOR 3 MONTHS.

THORNYCROFT Sturdy diesel long-wheelbase tipper (twin S.L. 4-gear), approximately 12 cu. yd. panelled wood body, 8.25 (12-ply) tyres in poor condition, first registered November 1951, £325.
VULCAN P6 steel-bodied 6-cu.-yd. tipper, 2-speed axle, 8.25 tyres (12-ply), first registered 1949, £250.
BEDFORD 5-ton long-wheelbase tipper (petrol), in excellent order throughout, repainted blue, first registered 1946, £175.
DYSON 6-7-ton trailer, 750 by 20, 12-ply tyres, 14-ft. 7-in. drop-side body with many extras, hardly used, £535.

TRADE INQUIRIES INVITED.

BOTWOODS, LTD.,
MAJOR'S CORNER,
IPSWICH.
Phone 52271. 803-464

PETERBOROUGH ENGINEERING CO.

NEW GUY Warrior 15-ft. 9-in.-wheelbase chassis-cab.
1956 DODGE 146AR6 18-ft. drop-side truck, £875.
1955 DODGE 106P6 drop-side truck, very clean, £750.
1956 DODGE 106CP6 drop-side truck, £650.
1943 E.R.F. C15 tractor, 5th-wheel coupling, £300.
1954 DODGE 105AP6 long-wheelbase platform, one owner, very clean, £700.

44 EYE ROAD,
PETERBOROUGH.
Phone 6161. 803-309

WEYBRIDGE AUTOMOBILES, LTD.,

QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

1957 BEDFORD 10-12-cwt. van, blue, good tyres all round, 36,000 miles, heater, good condition throughout, £350.
1951 BEDFORD 30-cwt. van, blue, 3-way loader, good condition, £125.
1947 AUSTIN 2-ton drop-side truck, condition very good, bodywork sound, engine very good mechanically, £85.
1956 AUSTIN A152 Omnivan, one owner, good mechanical order, painted blue and white, £400. 803-354

THERE is no doubt that we stock the finest selection of used vans in the South of England; examples include:—
1954 AUSTIN A40, £265
1957 BEDFORD 10-12-cwt., £350.
1956 COMMER EDV, £375.
1952 FORDSON 10-cwt., £185.
1953 FORDSON 5-cwt., £157.
1955 MORRIS 10-cwt., £275.

BEST terms and exchanges.
BURGH HEATH SERVICE STATION, Burgh Heath, Surrey. Phone 2059. 803-280

ONE SCAMMELL-BEDFORD with 23-ft. trailer and spare trailer 20 ft., good condition, £190.
FIVE Dyson trailers, good order, each £45.
SEDDON P6, as new, £175.
SEDDON short-wheelbase, P6, as new, BTC couplings, £135.
BEDFORD long-wheelbase, P6, tipper, £145.
FORDSON, 1950, long-wheelbase flat, £125.
MAUDSLAY flat, 7.7 engine, good order, £135.
BEDFORD tipper, long-wheelbase, Pilot gear, £75 each.
ERNEST THORPE AND CO., LTD., Thurgoland, nr. Sheffield. Phone, Stocksbridge 2152, 2342. 803-472

SIMPSONS OF WEMBLEY,

343-355 HIGH ROAD, WEMBLEY.
Phone, Wem 3903, 8691, 4422.

1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1955-56 FORD V8 short-wheelbase truck, in good condition, low mileage.
1948 And 1950 Guy, Commer and Morris vans with furniture bodies, in good condition.

TWO GUY tractor units, in good condition.
TERMS, part-exchanges, insurance 803-342

Used Goods Vehicles (contd.)

JACKSONS
FOR
MODERN SELECTED VEHICLES.

BEDFORD 1953 long-wheelbase chassis and cab with Baico extension, repainted and in very good condition.
BEDFORD 1952 5-ton short-wheeltase petrol tipper, one owner, repainted and in good order.
LEYLAND Comet 1955 ECO model, semi-forward control 18-ft. alloy body, one owner since new.
FORDSON 4-cylinder Cost Cutter, 1953, medium-wheelbase petrol truck, repainted and in very nice condition.
DODGE 1954 5-ton long-wheelbase diesel tipper, well tyred, good order.
BEDFORD 1952 2-ton boxvan, excellent condition, ready for work.
BEDFORD 1951 2-ton petrol truck with side racks, very good condition.

O. T. JACKSON MOTORS, LTD.,
855 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR BIRMINGHAM.
Phone, Birmingham Broadwell 2871-2-3. 803-287

L. A. MITCHELL (MOTORS), LTD.,

DODGE DISTRIBUTORS,
PERKINS DIESEL SIGNHOLDERS.

1957 AUSTIN Omnivan, clean, £400.
1956, September, DODGE 106 CP6 6-ton 16-ft. truck with tilt and fitted Perkins exchange diesel engine, fully guaranteed, £850.
1955 BEDFORD 7-ton petrol tipper, 6-cu.-yd. drop-side steel body, very clean, £435.
1955 6-ton DODGE diesel tipper, fitted Perkins exchange reconditioned engine, £750.
1955 6-ton DODGE diesel trucks, choice of two from £575.
1953 BEDFORD 7-ton petrol tipper, 6-cu-yd. U-shaped steel body, very well tyred, £335.
BEDFORD QL 4 x 4 chassis and cab.
BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 803-88

HALE MOTORS (TOTTENHAM), LTD.,

THE HALE, N.17.
Tottenham 7771 (four lines).

VANS.
1958 COMMER 15-cwt. Superpoise gown van, fitted with Rootes Group light diesel engine, 4,000 miles only.
1956 MORRIS 1-ton van, low mileage.
1956 AUSTIN A40 gown van, in excellent condition and appearance throughout.
1950 BEDFORD 30-cwt. van.

TIPPERS.
1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

NEW vehicles
AUSTIN, Ford, Rootes Group.
COMPREHENSIVE stocks always held. 803-323

HENSMAN, LTD., Brentwood 1540, offer:—
1958, November, Thames 4D artic. unit, genuine low mileage, £900.
1958, June, LAND ROVER, diesel, hard-top, heater, 8,000 miles, excellent condition, £700.
1958, October, LAND ROVER, petrol, hard-top, heater, 5,000 miles only, in showroom condition, £585.
1958 Thames 15-cwt. van, grey, in very good order, £495.
1958 Thames 5-cwt. van, good condition, £365.
CARRIMORE 10-ton 23-ft. drop-side trailer, fifth wheel coupling, £190.
THAMES 10-cwt. vans, A1 condition, choice of three from £175. 803-173
1957, November, B.M.C. Scammell tractor unit, 5.4 diesel, excellent order, £750.
1957 BEDFORD 25-cwt. van, excellent order, £675.
1951 FORD Trader 5-tonner, P6 diesel, £250.
NUMEROUS 5-ton tippers available.
25 Used vans in stock from 8 to 20 cwt.
BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 803-202

1954 BEDFORD, P6, platform body, good tyres.
1955 THORNYCROFT Sturdy Special, CR6 engine, 9.00 by 20 tyres, 20-ft. platform body, excellent condition.
1951 LEYLAND Comet short-wheelbase tipper, 36 by 8 tyres.
1950 MAUDSLAY Mustang twin steer, A.E.C. 7.7, 21-ft. platform, double drop-side.
1948 Mogul Mk. II, 17-ft. 6-in. platform body, well tyred, ready for immediate service.
1945 SCAMMELL rigid 8-wheeler, 24-ft. 6-in. platform body, 40 by 8 tyres rear and 36 by 8 front

DUROSE GARAGE,

AUTHORIZED A.E.C. DEALERS,
LIVERPOOL ROAD,
NEWCASTLE, STAFFS.
ON THE A34.
Phone, Newcastle, Staffs. 52251. 803-484

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, LTD.,
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

BEDFORD 1958 CA van, low mileage, £460.
BEDFORD 1958 Workabus, 5,000 miles, £475.
BEDFORD 1953 CA van, £195.
BEDFORD 1947 long-wheelbase truck, £125.
BEDFORD 1946 2-ton truck, very clean, £100.
AUSTIN A40 1954 gown van, immaculate, £380.
AUSTIN 1947 2-ton meat van, £175.
FORD 1952 ET6 5-ton meat van, £200.
AUSTIN 1949 3-way van, £95.
BEDFORD 1947 5-ton pantechnicon, £275. 803-363

SPURLING MOTORS (CHISWICK), LTD., Spurling Corner, W.4. Phone, Chi 6741 (five lines).
1955 AUSTIN A40 van with windows.
1951 BEDFORD-SCAMMELL tractor. 803-336
EX-W.D. DENNIS Max, Morris (Saura), 1949, good tyres, £120. T. McQueen, Townend, Doncaster 4710. 804-7271
J. CAMPBELL PARK, LTD., offers most genuine bargains:—
1955 LEYLAND Octopus 8-wheel double-drive lorries, excellent condition, £1,950 each.
1955 7-ton BEDFORD, long, drop sides, ex-private firm, first-class machine, £375.
A Very nice 30-cwt. AUSTIN drop-side truck, a real snip, £65.
J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 803-403
1955 AUSTIN B.M.C. diesel 3-tonner power tipper, £365.
DENNIS Stork 1955 diesel, 13-ft. 6-in. body, as new. Walkers Filling Station, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 803-487
1953 BEDFORD S-type 7-ton short-wheelbase tipper, twin-ram underfloor gear, steel body, £295.
1954 BEDFORD A-model 5-ton short-wheelbase petrol-engined tipper.
1950 BEDFORD 5-ton short-wheelbase tipper.
1949 MAUDSLAY 20-ft. drop-sided truck, 7.7 engine.
1953 BEDFORD 5-ton long-wheelbase drop-side truck, in excellent condition, £145.
FODEN 6-wheeler, fitted recently reconditioned Gardner 6LW, trailing axle, £275.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 803-161
SAYERS GARAGE, Brough, Westmorland. Brough 226. 803-207
1951 ALBION and trailer, all good tyres, in good running order, £700.
1950 VULCAN 6-tonner, reconditioned engine, £200.
1950 COMMER, P6 engine, all tyres good, £250.
1939 E.R.F., rebuilt in 1954, £225.
THESE lorries have just come off contract and can be seen any time. H.P. terms can be arranged. Titteralls Transport (London), Ltd., 504 Silwood St., S.E.16. Bermondsey 2735. 803-171
1956 AUSTIN diesel Luton van, 1,600 cu. ft., reconditioned engine being fitted, £650.
1956 6-ton DODGE diesel long-wheelbase drop-side truck, on 9.00 by 20s, tip-top condition, £800.
1953 FORD 5-cwt van with windows, £125.
1950 LAND ROVER, £125.
CHAMBERS ENGINEERING, Main St., Weston Turville, Aylesbury, Bucks. Stoke Mandeville 2282. 803-172
ATKINSON 1946 6W tipper, 7.7 engine, very good, £900.
ATKINSON 1943 6-wheel drop-sided truck, 23-ft. body, 5LW engine, very clean.
DODGE-SCAMMELL 10-ton 1956, P6 engine, 2-speed axle, 24-ft. trailer, £850.
AUSTIN 6-wheel steel-body tipper, P6 engine, good condition, £165.
TWO 1950 FORD 5-ton 15-ft. flats, P6 engines, £150 each.
SECOND-HAND spares available for E.R.F., Seddon and Dodge vehicles and other makes, cheap to clear. **W. H. SHORT, LTD.,** Newthorpe, Notts, Kimberley 2391. 803-175
1951 FODEN 2-stroke 8-wheeler, double drive, 24-ft. platform body, well tyred and maintained.
1955 Rebuilt SEDDON, fitted with Boys axle, Perkins P6 engine, 22-ft. drop-side body and wrap-round cab, Eaton 2-speed axle.
1957 FORDSON 4D 3-4-ton 13-ft. 6-in. cattle truck, very little used, guaranteed 14,000 miles only.
1950 AUSTIN Loadstar 2-3-ton drop-sider, in very good condition throughout.
1941 E.R.F. 4-wheel, platform body, fitted with Gardner 4LK, well maintained and good in appearance.
1948 MAUDSLAY 4-wheel, platform body, Gardner 5-cylinder LW engine (choice of two).
1956 DODGE 7-ton tipper, fitted with Perkins R6 engine, 9.00 by 20 tyres and Eaton 2-speed axle (choice of two).
1946 ATKINSON 6-wheel double-drive, 21-ft. platform body, Gardner 6LW engine, well tyred and maintained.
MOATHOUSE MOTORS, Lichfield St., Tamworth, Staffs. Phone, Tamworth 1381-2. 803-119

THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON 8-wheelers LX and LW engines, tractor units, immediate delivery.
1951 E.R.F. twin steer, good condition.
1955 7-ton BEDFORD, fitted with 4LW Gardner engine.
WESTERN LANE, London, S.W.12. Battersea 2193. 803-364

Used Goods Vehicles (contd.)

R. A. JORDAN, LTD.,
MAIN DENNIS DISTRIBUTORS
(NO CONNECTION WITH ANY OTHER FIRM).
FOR GOOD USED VEHICLES.

1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.
1952, December, FORD Thames 4D, platform, excellent tyres, nice condition.
1949 BEDFORD 5-ton, very sound condition, drop-side body.

IVEL WORKS,
BIGGLESWADE.
Phone 2265. 803-391

MAYDAY MOTORS, LTD.,
DODGE DISTRIBUTORS.
ALL NEW DODGE MODELS
AVAILABLE FOR EARLY DELIVERY.

1958 AUSTIN A55 10-cwt. pick-up truck, 14,000 miles, £495.
1957 BEDFORD Utilabrakes, low mileage, choice of two, £425 each.
1955 DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot twin underbody gear, £825.
1955 BEDFORD S-type petrol tippers with steel bodies in good condition, choice of two, £445.
1954 BEDFORD CA van, choice of two.
1952 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 60% new, first-class condition, £280.
1950 COMMER 25-cwt. van, £100.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 803-365

ONE 1947 VULCAN, fitted P6 engine, platform body (ex brewery), diesel.
ONE 1946 THORNYCROFT Nippy, platform body (ex brewery), petrol, new tyres.
ONE 1947 BEDFORD platform, petrol (ex brewery), new tyres.
ONE 1948 MAUDSLAY, A.E.C. 7.7 engine, flat platform (ex C licence).
ONE 1956 B.M.C. 5-6-ton, diesel, drop-side body (ex C licence).
ONE 1940 MAUDSLAY Merlin, 4LK Gardner engine, drop-side body.
PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 803-396

H. TAYLOR AND CO., LTD., offer:—
1956, February, AUSTIN A40 van, blue, good tyres, £341.
1957 COMMER Cob, blue-red, one owner, wing mirror, £376.
1955 MORRIS ½-ton van, grey, extra passenger seat, £296.
1954, November, MORRIS J-type van, good order, two extra seats, £252.
1956 COMMER Cob, blue, £326.
1-2 THE CRESCENT, Surbiton. Elmbridge 0081. 803-278
CAPITAL MOTOR CO., LTD.
1954 MORRIS 5-cwt. van blue, clean condition, £275.
1955 FORD 10-cwt. van, exceptionally clean, £180.
1955 Vanguard estate, in good mechanical condition, £425.
1955 Thames 4D truck, £450.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 803-327
NORMAN REEVES (MOTORS), LTD., of Uxbridge, offer:—
1954 7-ton BEDFORD tipper, all new paint, £575.
1949 BEDFORD, P6 engine, tipper, 5-yd. Edbro equipment, fair condition, £100.
1954 FORD 5-yd. ET7 tipper, Anthony equipment, P6 engine, £200.
NOVEMBER, 1955, FORD 4D 2-ton van, £375. High St., Uxbridge, Middx. Phone, Uxbridge 3444 (four lines). 803-497
ONE 1955 4D FORDSON, heavy-duty equipment fitted.
ONE 1957 DODGE 106, P6, drop-side body fitted.
PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 803-397

Unclassified Wanted

W. JONES (MANCHESTER), LTD., 5 Marsden Court, Manchester, 4. Blackfriars 6037.
WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers, cash. Phone, Swinton 1855; after hours, Wigan 46049. zzz-904

WANTED, modern 4-, 6- and 8-wheel diesel-engined vehicles. Connorton, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 803-164

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, diesel-engined lorries; also several tippers; also six Albions, Seddons or similar diesel-engined flats and tippers; also Bedford 30-cwt., 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-476

WANTED, late model 4-, 6- and 8-wheeler, trucks and tippers.
T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840. 803-159

Used Goods Vehicles (contd.)

WANTED 2-ton short-wheelbase truck, diesel, 1955 or later. Exchange 25-cwt. Seddon van, diesel, 1955. Rannard, 275 Grimsby Rd. Phone, Cleethorpes 62466. 803-x5712

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheelers, flats or tippers. Also petrol-engined vans, trucks and tippers, 30 cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.
T. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 803-449

SPECIAL A-LICENCE VEHICLES

1952 AUSTIN 450-cu.-ft. van, 2½ tons, special A, East Midlands area, £600. Box CM029, care of "The Commercial Motor." 803-x5599

1947 LEYLAND Beaver, unladen weight 5 tons 10 cwt., special A licence North Western Area, expires December, 1959. Box CM032, care of "The Commercial Motor." 804-7299

NEWPORT MOTOR SERVICES. East Usk Rd., Newport, Mon. Phone 59441-2.
SPECIAL A licences, vehicles, South Wales Area.
SEDDON distributors for Monmouthshire. 803-163
LEYLAND Octopus, October, 1958, complete with special A licence 7.17.0.0, North West. Box CM0217, care of "The Commercial Motor." 803-7285
FOR sale. ALBION CX1, diesel, 18-ft. body, special A licence, East Midland Area licence expires October 31, 1959, taxed to December, 1959, unladen weight 4.9.0.0., price £1,750. J. Bradshaw and Sons, Sturton-by-Stow, Lincoln. Phone Stow 223. 804-7314
1957 COMMERS TS3, south-western area.
1952 A.E.C. 8-wheeler, South Wales area.
1954 ALBION 8-wheeler, South Wales area.
1955 6-7 ATKINSON 8-wheeler, South Wales area.
1957 FODEN 8-wheeler, Scottish area.
1952 FODEN articulated low-loader.
1957 B.M.C. articulated, Yorkshire area.
1955 ATKINSON 8-wheeler, Eastern area.
1947 FODEN 8-wheeler, East Midland area.
TERMS and exchanges.
WOODCOCK'S TRANSPORT (CHORLEY), LTD., 158 Cross Lane, Salford, 5. Phone, Pendleton 5333. 803-490

1957 BEDFORD 7-ton long-wheelbase drop-side truck, Leyland engine, unladen weight 3 tons 8 cwt. W. H. Jakeway and Sons, Ltd., Sandford, Bristol. 803-x5881

1946 LEYLAND IB, 4.15.0.0.
1946 LEYLAND IB, 4.19.0.0.
1948 LEYLAND Octopus, 7.10.0.0.
1946 ATKINSON, 6.8.0.0.
1947 LEYLAND Octopus, 7.10.0.0.
1947 LEYLAND Octopus, 7.15.0.0.
1940 ATKINSON, 6.11.0.58.
1939 ATKINSON (rebuilt 1956), 7.10.0.82.
1943 ATKINSON, 6.11.0.0.
ALL with special A licences North Western Division.

T.G.B. MOTORS, LTD.,
PRIMROSE ENGINEERING WORKS.
PRIMROSE ROAD, CLITHEROE.
Phone, Clitheroe 784 (four lines). 803-488

SPECIAL A licence, 3 tons, East Midlands, with lorry, only £995.
WILDE AND BENNETT, LTD., Hadfield, Manchester. Phone, Glossop 2902-3. 803-480
SPECIAL A-licence vehicles areas for sale. Wheatley and Farrows Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5. 803-494

Special A-licence Vehicles Wanted

YORKSHIRE special A licence vehicle required, 3 tons 10 cwt. upwards. Central Garage, Barnsley Rd., South Elmsall, Yorks. Phone, Elmsall 276-7-8. 803-214
WANTED, special A with vehicles, Metropolitan and South Eastern areas. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 803-314

WANTED to purchase, special A licences and vehicles, and weight, in any part of the country.
WANTED, articulated vehicles with special A licences, will pay very good prices.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-477

WESTERN Area special A licences and vehicles required, including articulated or drawbar trailer; also wanted, light van or truck with special A, unladen weight approx. 1-2 tons. Box CM022, care of "The Commercial Motor." 803-455
TWO 8-wheeler vehicles required, complete with special A licence in Metropolitan, West Midland or North Western Areas.
BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 803-432

Special A-licence Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.,

SPECIAL A LICENCE
EAST MIDLANDS.

WE WISH TO PURCHASE A NUMBER OF

8-, 6-, 4-WHEELERS
LOW LOADERS
AND
ARTICULATED VEHICLES,

COMPLETE WITH LICENCES.

CONDITION OF VEHICLES IMMATERIAL

UNLADEN WEIGHTS, PRICE, ETC., TO:—

PRICE'S (EARL SHILTON), LTD.,
NEW STREET,
EARL SHILTON,
LEICESTER.

Phones, Earl Shilton 3321-2-3. 803-489

ALL types of rigid and articulated vehicles with special A licences. Hacketts Haulage, Cross Lane, Salford, 5. Phone, Pendleton 5333. 803-387

NEW GOODS VEHICLES

ALBION

ALBION AND LEYLAND
NEW COMMERCIAL AND PASSENGER VEHICLES.
AVAILABLE FOR EARLY DELIVERY.
ATTRACTIVE TERMS AND EXCHANGES.
WE WELCOME YOUR INQUIRIES, WHICH WILL RECEIVE OUR PROMPT ATTENTION.
COMPREHENSIVE SPARES AND SERVICE FACILITIES.
LONG-DISTANCE OPERATORS SPECIALLY CATERED FOR.

MILLBURN MOTORS, LTD.
GLASGOW. Phone: Bell 0073-6.
CARLISLE. Carlisle 25422.
PRESTON. Longton 3255.
zzz-747

SPARSHATTS,
EARLY DELIVERIES OF THE
NEW
5-TON CLAYMORE
AND
7-TON CHIEFTAIN.
PART-EXCHANGES AND DEFERRED TERMS.
TRADE INQUIRIES INVITED.
Authorized Sales and Service Depots and Agents for the County of Sussex.

SPARSHATTS,
BOGNOR ROAD, CHICHESTER.
Phone, Chichester 4154.

SPARSHATTS,
BELLENDEN ROAD, PECKHAM, S.E.15.
Phone, New Cross 2939. zzz-955

THE BROWNHILLS MOTOR SALES.
AUTHORIZED DEALERS.
LEYLAND AND ALBION,
OFFER
ALL NEW MODELS FOR IMMEDIATE DELIVERY.
ALL TYPES OF BODIES BUILT TO CUSTOMERS OWN SPECIFICATIONS.
DELIVERY 7-10 DAYS.
PILOT TIPPING GEAR SPECIALISTS.

BROWNHILLS MOTOR SALES,
WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307 2336 2392.
803-427

New Goods Vehicles (contd.)

ATKINSON

COMBERHILL WAKEFIELD GARAGES, LTD.
ATKINSON VEHICLE DISTRIBUTORS
IMMEDIATE DELIVERY FROM STOCK.

NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p. 10.45 litre) 17-ton 8-wheel chassis-cab.
NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel double-drive chassis-cab.
NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p.) 17-ton 8-wheel Milshaw 30-cu.-yd. alloy tipper.
NEW ATKINSON B745 (Gardner 5LW) 8-10-ton 4-wheel Milshaw 15-ft. alloy tipper.
NEW ATKINSON L745 (Gardner 5LW) 8-10-ton 4-wheel 20-ft platform, or chassis-cab).
BODYWORK CONSTRUCTED TO SPECIFICATION.

INGS ROAD, WAKEFIELD.
PHONE, WAKEFIELD 6051 (five lines). zzz-900

AUSTIN

THE CAR MART, LTD.,
AUSTIN COMMERCIALS,
WELSH HARP, EDGWARE ROAD, N.W.9.
HENDON 6500.
And at Euston 1212; Streatham 0054; Ealing 6600; Hither Green 6111. zzz-738

C. G. NORMAN (COMMERCIAL), LTD.,
Official AUSTIN Commercial Vehicle Distributors.
SPECIFICATIONS FOR ALL TYPES OF BODIES SUBMITTED.
50 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Victoria 2211. zzz-862

J. GIBBS, LTD.,
AUSTIN DISTRIBUTORS
AND
MAIN PARTS STOCKISTS.
ENGINEERS AND BODYBUILDERS.
Comprehensive range of Austin Commercial vehicles in stock.
LONGBRIDGE HOUSE,
BEDFONT, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). zzz-879

AUSTIN 152 van in primer, from stock, 1st price. Jenners, of Birchington. Thanet 41241. 803-182

WEYBRIDGE AUTOMOBILE DISTRIBUTORS, LTD.,
QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

NEW AUSTIN 5-ton normal control petrol drop-side truck.
NEW AUSTIN 101 10-cwt. delivery van.
803-353

F. J. KEEN AND SON, LTD., AUSTIN dealers and coachbuilders, early delivery all models. Queen's Circus, S.W.8. Macaulay 3373. 803-355

BEDFORD

ASK your agent for details of the new Boys third axle for the new big BEDFORD 7-ton. zzz-787

C.A.C., BEDFORD Main dealers. Specialists in Bedford conversions, Dormobiles, caravans and Utilities. Many models on show. Early delivery assured. Large stocks undergoing conversion. Hire-purchase terms to suit your requirements, also contract hire and part-exchange.
CROYDON AUTOMOBILE CO., LTD., London Rd., Croydon. Tho 3686 (10 lines). zzz-811

HAMILTON MOTORS (LONDON), LTD.,
466-490 EDGWARE ROAD,
LONDON, W.2.

FAVOURABLE delivery can now be quoted on many models of BEDFORDS, including:—
NEW BEDFORD 5-ton long-wheelbase, petrol.
NEW BEDFORD 7-ton long-wheelbase, petrol.
NEW BEDFORD 5-ton short-wheelbase tipper.
NEW BEDFORD 30-cwt van.
NEW BEDFORD 10-12-cwt. gown van.
NEW BEDFORD 7-ton long-wheelbase truck, diesel.
WE welcome your inquiries which will receive our immediate and individual attention.

HAMILTON MOTORS (LONDON), LTD.,
466-490 EDGWARE ROAD,
LONDON, W.2.
Phone, Paddington 0022 (12 lines). zzz-916

New Goods Vehicles (contd.)

K.J. MOTORS, LTD.,
BEDFORD official main dealers.
NEW BEDFORDS for immediate delivery.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. zzz-856

BEDFORD 15-cwt. builders truck with tipping gear.
BEDFORD 6-ton diesel drop-side tipper, telehoist gear and body.
BEDFORD 7-ton normal control diesel tipper, telehoist gear and body.

JEFFREYS COMMERCIAL MOTORS,
NEATH ROAD, SWANSEA 7288, 71859.
803-120

PARSONS AND PARSONS (GARAGES), LTD.
NEW VEHICLES.
IMMEDIATE DELIVERY.

NEW BEDFORD normal-control Luton vans, framework and panelling constructed in highest quality aluminium alloy, tailboard and roller shutters.
FITTED on the very latest 5-ton 6-cylinder 300 BEDFORD diesel 179-in.-wheelbase chassis-cab and 4-ton 4-cylinder 200 Bedford diesel chassis-cab.
BEDFORD 5-ton 1,250-cu.-ft. Luton, £1,812 ex works.
BEDFORD 4-ton 1,000-cu.-ft. Luton, £1,568 ex works.

AVAILABLE FOR DEMONSTRATION
AND
IMMEDIATE DELIVERY.
Phone, Potter Street 121 (four lines). 803-322

COMPREHENSIVE RANGE OF MODELS
AVAILABLE,
FROM 10 CWT. TO 10 TONS.
ARLINGTON MOTOR CO., LTD.,
MAIN DEALERS:—
HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266.
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301.
RETAIL DEALERS:—
DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641.
THE LEADING COMMERCIAL AND PASSENGER VEHICLE SPECIALISTS.
INQUIRIES WELCOMED.
BODYBUILDERS.
PROMPT ATTENTION.
ARLINGTON MOTOR CO., LTD.,
HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266. 803-418

E. J. BAKER AND CO. (DORKING), LTD.,
BEDFORD
MAIN DEALERS.
AMONGST many new BEDFORDS now available for delivery we have:—
BEDFORD 4-ton long-wheelbase drop-sided truck, fitted diesel engine.
INQUIRIES welcomed. Hire-purchase, part-exchanges.
273 LONDON ROAD,
STAINES.
Staines 4211 (five lines). 803-461

NEW BEDFORD D-type 6-ton chassis-cab, 167-in. wheelbase, 7.50 by 20 12-ply tyres, price £200 off list price. Great Western Motors, Station Rd., Reading 55281. 803-723

B.M.C.

HAVE you seen the B.M.C./Boys 10-ton 6-wheeler? Ask your agent for details. zzz-788

EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Gre 4776-7. Early delivery all models now in stock, 7-ton. 803-850

COMMER

BOYS third axles are available for COMMER 7-ton trucks. Ask your agent. zzz-789

REGAL GARAGE (OLD KENT ROAD), LTD.,
ROOTES GROUP AREA DEALERS.
SALES, SERVICE, SPARES.
Immediate or early delivery on all COMMERS from 7 cwt. to 12 tons; with petrol or diesel engines.
The largest stockists of Rootes Group spares in South London.
814 OLD KENT ROAD, S.E.15.
NEW CROSS 4966. zzz-0831

New Goods Vehicles (contd.)

MORTON'S GARAGE, LTD.,
81 BINLEY ROAD,
COVENTRY.
FOR YOUR NEW
COMMER OR KARRIER COMMERCIAL.
OPEN DAY AND NIGHT FOR PETROL, DIESEL OIL AND ACCESSORIES.
PHONE 53354.

USED COMMERCIALS ALWAYS IN STOCK.
PART-EXCHANGES, INSURANCE AND CREDIT FACILITIES AVAILABLE. zzz-929

FOR YOUR NEW COMMER.
CONSULT
HAMBLINS GARAGE,
THE COMMER PEOPLE.
RECTORY ROAD, RUSHDEN.
Phone 3211.
TOP ALLOWANCE ON YOUR OLD VEHICLE.
NO HIRE-PURCHASE CONTROLS NOW.
HIRE-PURCHASE TO SUIT ALL CUSTOMERS.
803-103

NEW COMMER 30-cwt. diesel van in primer, £1,009 5s. 5d., immediate delivery. Part-exchange welcomed. Friday's Yeoman Garage, Ltd., Ashford Rd., Maidstone. Phone 87248. 803-169

S.W.7. BREW BROS., LTD., 133 Old Brompton Rd., for early delivery of all models. Fre 3333. 803-243

1958 Model 13-ft. 6-in. 7-ton COMMER C/C, air brakes, 900 by 20, great reduction from list to clear. Brook Bros. (Hereford), Ltd. Phone 2354. 803-xA5897

NEW COMMER Rootes diesel long-wheelbase drop-side truck.
PERCY D. SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. 803-312

DENNIS

NEW DENNIS Pax latest series DB chassis and cab, 17-ft. 7-in. wheelbase, body space 24 ft. 11½ in. and 14-ft. 5-in. wheelbase, body space 20 ft. 7 in., ex stock subject unsold. Distributors: Donald Taylor, Ltd., Haslington. Crewe 2277. 803-450

DODGE

BOYS third axle for the new DODGE 3144 by 3145, tipper and flat. Ask your agent. zzz-999

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-852

LAWLER MOTORS, LTD.
OFFICIAL AGENTS.
NEW VEHICLES, REPAIRS, SPARES.
BODYBUILDING, PAINTING.
FINCH STREET,
DEPTFORD, S.E.8.
Phone, Tideway 4441-2-3. 803-774

L. A. MITCHELL (MOTORS), LTD.,
DODGE DISTRIBUTORS.
PERKINS SIGNHOLDERS.
EARLY delivery of all petrol and diesel models from 2-12 tons.
EXCELLENT service: £20,000 spares in stock. Part-exchange. Hire-purchase.
IF it's DODGE—Mitchell's your man!
1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 803-87

E.R.F.

SELLERS AND BATTY (SALES), LTD., Fengate, Peterborough (phone 4048); distributors for Northants, Hunts, Cambs and Suffolk. Early delivery all models. Part-exchanges and terms; spares and service. 803-115

FODEN

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-853

FORD THAMES

NOW available, the Boys third axle for the Thames Trader, all models, tippers and flats. Ask your agent. zzz-1000

THAMES 10-12-cwt. high-capacity van, sliding cab doors, roller shutter, fibreglass roof, etc., complete, £761; one only for immediate delivery. Dispatch Motors, Waterloo 4959 zzz-903

New Goods Vehicles (contd.)

F. H. PEACOCK, LTD.,
MAIN FORD DEALERS
AND COACHBUILDERS.
EARLY DELIVERY OF ALL VEHICLES.
SALES, SERVICE AND INSURANCE.
219-221 BALHAM HIGH ROAD, S.W.17.
Balham 1271 (10 lines). zzz-757

NEW LOW HIRE-PURCHASE TERMS.
W. J. BROWN for the new Thames Traders. 339 Finchley Rd., N.W.3. Ham 2284. 803-338

FOR YOUR COMMERCIAL VEHICLE REQUIREMENTS.
DAGENHAM MOTORS, LTD.,
COMMERCIAL VEHICLE SALES.
ALPERTON—PER 3388.
CATFORD—HIT 6161.
WOOLWICH—WOO 7771.
NORWOOD—GYP 7671.
BAYSWATER—PARK 1211.
WEST END—HYD 4070.
ELTHAM—ELT 0131. zzz-6015

ADLARDS MOTORS, LTD.,
MAIN FORD DEALERS.
Brixton 6431 (six lines).
43-45 ACRE LANE, BRIXTON, S.W.2.
Offer immediate or early delivery of the magnificent NEW THAMES TRADER VEHICLES.
Powered with the 4- or 6-cylinder diesel and petrol engines.
WRITE, PHONE OR CALL FOR PARTICULARS. zzz-788

HUBERT DEES, LTD.,
FORD MAIN DEALERS,
BRIGHTON ROAD, CROYDON.
Cro 6011.
SIDCUP BY-PASS, KENT.
Footscray 5676.
IMMEDIATE or early delivery of the complete range of Thames, petrol or diesel, commercial vehicles.
DEMONSTRATIONS and part-exchanges arranged. Consult us about your requirements for special bodies and attractive hire-purchase terms. zzz-843

RICHARDSONS FOR FORD.
NEW FORD TRADERS EX STOCK.
160-IN. wheelbase 7-ton diesel, chassis and cab, immediate delivery.
160-IN. 7-ton diesel drop-side truck, 18-ft. body, immediate delivery.
138-IN. 7-ton diesel chassis and cab, immediate delivery.
108-IN. 7-ton diesel 6-yd. drop-side short-wheelbase tipper, Edbro front of body gear, 900 by 20 tyres, immediate delivery.
NEW 5-, 7-, 12- and 15-cwt. vans, ex stock.
TERMS, PART-EXCHANGES.
RICHARDSONS (RUGELEY), LTD.,
WOLSELEY ROAD, RUGELEY.
Phone 451 and 759. 803-160

W. HAROLD PERRY, LTD.,
MAIN FORD DEALERS,
FINCHLEY.
OFFER immediate delivery of all new Thames commercial vehicles.
15-CWT. Thames chassis with special body, 248-cu.-ft. capacity.
3-TON S.F.C. Thames 157-in.-wheelbase 4-cylinder diesel truck.
4-TON Trader 138-in.-wheelbase 4-cylinder diesel truck.
5-TON Trader, 108-in. wheelbase, with Invicta 5-cu.-yd. wooden body, metal floor, drop-sides.
7-TON Trader 160-in.-wheelbase 6-cylinder diesel double-drop-side truck.
SPECIALISTS in all types of bodywork.
H.P. Facilities available.
279 BALLARDS LANE, North Finchley.
HILLSIDE 8888. 803-249

FRANK G. GATES, LTD.,
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wanstead 6633.
THE full range of Thames and Trader commercials always available. Quotations and demonstrations of standard FORD vehicles and special applications willingly given on request. Specialized service given at our "Commercials only" depot, Chigwell Rd., Woodford. 803-345

New Goods Vehicles (contd.)

CREASEYS COMMERCIALS, Great North Rd., Knebworth, Herts, phone, Knebworth 3377.
OFFER immediate delivery of Trader 7-ton 6-cu.-yd. drop-side tipper, 9.00 by 20 tyres, heater, £1,707; H.P. at maximum terms. 803-389

GUY

DISTRIBUTORS FOR GUY MOTORS.
LOCOMOTIVES, LTD.
520 LONDON ROAD,
MITCHAM.
Phone, Mitcham 1657-8-9.
GUY WARRIOR 8-TONNERS AVAILABLE FOR IMMEDIATE DELIVERY. 803-711

NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 33271. Sales, spares and service. zzz-890

K. AND B. MOTORS, distributors for GUY vehicles in North-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchanges welcome. Fuel pumps and injector service for all makes.
K. AND B. MOTORS, Benwell Lane, Newcastle. Phone 32573 (four lines). zzz-720

JEEP

1959 WILLYS Jeeps, all models direct from U.S.A., available in U.K. Supplied to order. Genuine Willys Jeep spare parts supplied for all Willys vehicles. Immediate service and attention given by your sole appointed concessionnaires for Great Britain and Northern Ireland.
STEELE GRIFFITHS, LTD., London, S.E.5. Rodney 2201-6. 803-870

KARRIER

1958 KARRIER Bantam, petrol engine, 6.50-20 tyres, with or without platform body, reduced from list price, to clear. Brook Bros. (Hereford), Ltd. Phone 2354. 803-xB5897

LAND ROVER

NEW LAND ROVER Series II 88-in.-wheelbase, petrol, early delivery, £650, ex-works.
NEW LAND ROVER Series II 88-in.-wheelbase, diesel, early delivery, £740, ex-works.
NEW LAND ROVER Series II 109-in.-wheelbase, petrol, early delivery, £730, ex-works.
NEW LAND ROVER Series II 109-in.-wheelbase, diesel, early delivery, £820, ex-works.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907 803-231

LEYLAND

BOYS third axles for all Comets and Beavers. Ask your agent. zzz-739

J. H. SPARSHATT AND SONS
(SOUTHAMPTON) LTD.
THE CAUSEWAY
REDBRIDGE SOUTHAMPTON
Phone Totton 2258.
NEW
LEYLAND
AND
ALBION VEHICLES
OF ALL MODELS IN STOCK
zzz-871

THE BROWNHILLS MOTOR SALES.
AUTHORIZED DEALERS.
LEYLAND AND ALBION.
OFFER
ALL NEW MODELS FOR IMMEDIATE DELIVERY.
ALL TYPES OF BODIES BUILT TO CUSTOMERS OWN SPECIFICATIONS.
DELIVERY 7-10 DAYS.
PILOT TIPPING GEAR SPECIALISTS.
BROWNHILLS MOTOR SALES.
WATLING STREET (A5).
BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336, 2392. 803-426

MORRIS

WRAY PARK GARAGES. Immediate delivery J2 and J2 vans; choice of several used vehicles. Reigate 2263. zzz-911

MORRIS-COMMERCIAL 7-ton forward-control long-wheelbase chassis and cab (diesel), list price. The Bucks Motor Co., Ltd., Aylesbury, Bucks. 803-92

SEDDON

THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. zzz-794

HALLS (FINCHLEY), LTD.,
886-902 HIGH ROAD,
NORTH FINCHLEY, N.12.
THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase part-exchanges. Write or phone for brochure of full range to:—
HALLS (FINCHLEY), LTD. Phone, Hillside 1044-9. zzz-836

New Goods Vehicles (contd.)

WEYBRIDGE AUTOMOBILES, LTD.,
QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

IMMEDIATE delivery new 7-ton Mk. XV SEDDON 17-ft. flat platform truck, fitted Perkins P6 engine, price £2,159 5s. 803-352

BRENTWOOD ENGINEERING CO., LTD., Essex distributors, Brook St., Brentwood, Essex. Phone 3320. zzz-772

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales. zzz-854

SENTINEL

NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 33271. Sales, spares and service. zzz-891

New Goods Vehicles (contd.)

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. zzz-829

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-801

UNCLASSIFIED

THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-795

STEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. zzz-60

New Goods Vehicles (contd.)

COX'S MOTORS (HILL TOP), LTD.,
FOR NEW
LEYLAND
MORRIS-COMMERCIAL,
ALBION,
B.M.C.
All types of bodies built to your requirements.
Part-exchanges and terms arranged.
COX'S MOTORS (HILL TOP), LTD.,
127 HILL TOP, WEST BROMWICH.
Phone, Wednesbury 0470 and 1047. 803-136

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

1949 7.7, Duple F/F, 35 seats, heaters, very clean, certificate of fitness 1963, reasonable offers. Icknield Coaches, Tring, Herts. Phone 2371. 803-x5308

A.E.C., July, 1950, 9.6 crash box, Plaxton full-front 37-seater on 17-ft. 6-in. chassis, two Clayton floor heaters, two Weathershield roof panels, certificate of fitness 1960, immaculate condition, £1,300. Comfy-Lux, Martock 2181. 803-995

C.D.S. TRADING CO., LTD., 272 London Rd., Wallington, Surrey. Phone, Wallington 6561-2-3. Telex, London 24138.

1951 A.E.C., 7.7 oil engine, fully fronted Picktree coaches, 35 seats, certificate of fitness 1960-61, immaculate condition; choice of 10. 803-242

ALBION

COLBRO, LTD., offer choice of several ALBION service buses, rebodied Eastern coachwork 1952, long certificate of fitness, £600 each. Colbro, Ltd., Wood Lane, Rothwell, Leeds. Phone, Rothwell 3238. 803-212

AUSTIN

1949 28-seater AUSTIN, good tyres, sound throughout, £215. Phone, Southend 65234. 803-xA5716

AUSTIN 1950 29-seater luxury coach, interior as new, ideal tour coach, speaker, £775. Daniel, 1268 London Rd., Leigh-on-Sea, Essex. 803-x5757

1949 Full-front AUSTIN 31-seater, certificate of fitness 1962. Boughton Service Station, 1-5 Odessa Rd., E.7. Mar 1888. 803-334

BEDFORD

1954 BEDFORD personnel carrier, 13 seats, longitudinal, resprayed, very good order, £350. Spurling body. H.P. Hou 9729. 803-7236

1956 BEDFORD Burlingham 36-seater, radio and heaters, exterior maroon and cream, interior red, excellent condition, certificate of fitness to 18.7.61, £2,300. West's Coaches, 107 Walpole Rd., London, E.18. Phone, Buckhurst 2429. 803-7259

1948 BEDFORD Vista, standard Dunlopillo seating, 29 seats, certificate of fitness 1961.

1952 BEDFORD, Perkins engine, full-fronted 31-seater service bus, certificate of fitness 1960.

EXRA LAYCOCK, LTD., West Close Rd., Barnoldswick, near Colne, Lancs. 803-x5594

1949 BEDFORD 29-seater Duple, very good condition, £325.

1957 BEDFORD 41 Duples or Plaxtons wanted. Will pay up to £2,550 for suitable vehicle. Campings Coaches, Park Crescent, Brighton 25493. 803-39

FERNHILL HEATH MOTORS,
WORCESTER.

1958, May, 41-seater BEDFORD Super Vega, petrol, 9,000 miles, heaters, etc., cream and red, as brand new, £2,950.

1958, September, BEDFORD Duple Vista, 29 seats, petrol, many extras, 6,000 miles, unmarked, £2,650.

1951 BEDFORD Duple Vista, green, recertified until 1963, exceptional condition, £750.

TERMS to suit your requirements.

PHONE, Fernhill Heath 370. 803-93

1951 BEDFORD Duple Vega 33-seater, cream and green, blue interior, quarter lights, radio, heaters and demister, certificate of fitness 1961, excellent condition. Box CM0322, care of "The Commercial Motor." 804-x5705

1953 BEDFORD Vega 37-seater, heater, owner-driven, red interior, excellent condition, certificate of fitness 1963, £1,800 or near offer. 59 Clarence Rd., Horsham, Sussex. Phone 2349. 804-x5877

TWO 1948 BEDFORD Duple 29-seaters, certificate of fitness 1961 and 1962, £275 and £350. Phone, Southend 65234. 803-xB5716

1950 BEDFORD Duple 29-seater, high-back seats, all original, low seasonal mileage, exceptional condition, radio, certificate of fitness, £695.

1953 (First registered) 3-seater BEDFORD Duple, plus courier seat and radio, sun saloon, cream and red, certificate of fitness, very good condition, £1,400. SEVERN VALLEY MOTORS, Portview Rd., Avonmouth. Phone 2646. 805-7318

1954 BEDFORD 36-seater, radio, heater, microphone, certificate of fitness 1959. Elgar 3992. 803-248

1954 BEDFORD Duple Super Vega 36-seater, heater, radio, microphone, excellent condition, certificate of fitness 1963, Elgar 3992. 803-247

Used Passenger Vehicles (contd.)

V. COLEMAN,
166 MAIN ROAD,
SUNDRIDGE, KENT.
Bristed 291.

1957 BEDFORD 12-seater Kenex Aristocrat, sliding roof, heaters, racks, one owner.

1954 BEDFORD 36-seater Yeates Riviera, glass quarters, lift-up roof vents, heater, one owner, certificate of fitness 1964.

1953 BEDFORD 36-seater Plaxton Ventura, radio and heater, certificate of fitness 1961.

1952, September, BEDFORD Duple Super Vega, 36-seater, heaters, etc., one owner, certificate of fitness 1962.

1951 BEDFORD 33-seater, 7-ft. 6-in. Duple Vega, one owner, certificate of fitness 1961.

1950-47 BEDFORD 29-seaters, Duple Vistas; choice of five, current certificates of fitness.

SET of 33 full-luxury Dunlopillo seats. 803-358

BEDFORD 1947 30-seater, full-front Plaxton, certificate 1962, good condition, heater, price £350. Fenwick, Old Bolingbroke, Spilsby, Lincs. East Kirkby 212. 803-x5901

1954 BEDFORD Duple R6 luxury coach, 38 seats, retrimmed red pattern moquette, good tyres, in sound mechanical condition, bodywork very clean, certificate of fitness 20-5-59, £1,650 or near offer. Wilson's Luxury Coaches, Ovingham-on-Tyne. 804-x5905

SPECIAL OFFER.

CHOICE of 29 1949-50 BEDFORD Duple Vista 29-seater super-luxury coaches, Formica sides, high-back seats, flashes, etc., ex property of Crosvilles, have been beautifully maintained, some with reconditioned engines, etc., and have to be seen to be appreciated; room needed, going at knock-out prices, from £425.

FAVOURABLE H.P. TERMS AVAILABLE.
WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-482

BEDFORD coach 1952, 17-seater, fitted radio, heater, 9.00 by 16 tyres, two spares; this has new engine fitted and complete overhaul by Bedford's. Kenex body, exchange entertained for 36-seater or sell reasonable price. Box CM0112, care of "The Commercial Motor." 804-x5903

Bedford Wanted

WANTED. BEDFORD 35-seater, O-type chassis or components. Herbert, Maenclochog, Pembs. 804-x5879

WANTED urgently, a number of BEDFORD or similar 33-41-seaters. Wilde and Bennett, Ltd., 75 Station Rd., Hadfield, Manchester. Phone, Glossop 2902-3; after hours 2356. 803-478

BRISTOL

BRISTOL single-deck 36-seater, 5LW Gardner, from £125 in first-class condition. Part-exchange on any vehicle. BAYLIS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 804-7306

COMMER

HILLS.

1957 COMMER TS3, 41-seater Duple, heaters, blue exterior, autumn tint moquette, Formica side panels, certificate of fitness 1964, immaculate.

1950 COMMER Avenger 33-seater luxury coach, certificate of fitness to 1960 cream and maroon with floral moquette.

HILLS GARAGES, Port St., Manchester. Central 4311. 803-79

COMMER Avenger (petrol), 34-seater Churchill body, luxury coach, first registered July 5, 1950, one owner, colour red-cream maintained as new with total mileage under 100,000, certificate of fitness 1960, price £750. Red Garages, Llandudno. Phone 7461. 803-196

Commer Wanted

COMMER TS3 41-seater Duple or Plaxton coaches urgently required. Send particulars and the lowest prices.

DON EVERALL (COMMERCIAL VEHICLES), LTD., Cleveland Rd., Wolverhampton 23212. 803-141

WANTED, 14-16-seater full-front luxury coach, must be first class with current certificate of fitness. Particulars to Box CM012, care of "The Commercial Motor." 804-7320

Used Passenger Vehicles (contd.)

CROSSLEY

CROSSLEY 1949, A.E.C. 7.7 engine and gearbox, Burlingham 33-seater coachwork, radio, cab and saloon heaters, clean condition, hire-purchase arranged. Larratt Pepper and Sons, Thurnscoe, near Rotherham. Goldthorpe 2153. 804-x5420

1949 CROSSLEY 33-seater coach, radio, heater, just been certified four years certificate, offers. Smiths Coaches, Nottingham 71007. 803-x5706

Crossley Wanted

WANTED, 1949 to 1953 CROSSLEY coach, with good certificate of fitness and in good clean condition. Will exchange for 1948 Leyland PS1 coach with Windover 33-seater coach body, certificate of fitness to September, 1962, in excellent condition throughout, with cash adjustment either way. Precelly Motors, Ltd., Clynderwen, Carms. Phone, Hebron 205. 803-111

FODEN

HILLS.

1952 FODEN, 6LW Gardner rear engine, 41-seater Whitson, grey-blue exterior, blue interior, certificate of fitness 30-9-61, first-class condition.

HILLS GARAGES, Port St., Manchester. Central 4311. 803-85

1951 41-seater Bellhouse-Hartwell luxury coach, maintained and reconditioned engine by Fodens, heater, radio, good tyres, clean throughout, fully insured until July, £1,600; offers. Fell, 152 Watson Rd., Blackpool. 803-x5898

KARRIER

1955 KARRIER Reading 14-seater, full luxury coach, quarter lights, front domes, radio, heater, certificate of fitness June, 1960, offers. 163 Arkwright St., Nottingham. Phone 89055. 803-x5899

LEYLAND

1950 Comet, 33 Strachan, heater, wireless, maroon and red, first-class condition, certificate of fitness April, 1960, £650. Thornton Heath 6422. 803-3

LEYLAND PS1, 33-37-seaters, Burlingham Duple and Bellhouse bodies, certificate of fitness up to 1962; choice of four. Phillipson, High St., Goldthorpe, Rotherham. Goldthorpe 3283. 805-x5716

LEYLAND Comet 33-seater Burlingham coach, fitted radio, microphone, heater, Hydrovac braking, also brakes relined, new tyres, many extras, immaculate. Halls Motors, Waterbeck, Lockerbie. 803-x5895

1950 PS1 35 Duple, unusual condition. Grosvenor Coaches Enfield 1089. 803-452

SEDDON

1949 SEDDON, Plaxton body, P6 engine, certificate of fitness until 1962, used only on private hire, well tyred.

W. FAULKNER, Park Garage, Macclesfield, St. Burslem, Stoke-on-Trent. Phone 87591. 803-466

UNCLASSIFIED

ALEXANDER AND TATHAM, LTD.,

A.E.C. 1946-47-48 SERVICES BUSES **A.E.C.**

35-, 36- AND 38-seater BODIES BY BRUSH AND BURLINGHAM, SOME WITH BOOTS. CERTIFICATES OF FITNESS TO 1964. CHOICE OF 46 VEHICLES NOW ARRIVING IN STOCK. PRICE FROM £295.

1948 LEYLAND PS1 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.

1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.

1948 LEYLAND PS1 34-seater saloon, Met-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.

1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.

1946-1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six, from £250.

BRISTOL 32-seater, low radiator, 5-speed box, certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

ALEXANDER AND TATHAM, LTD.,
BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704. 803-216

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
HOWARD 1266. PBX.

IMMEDIATE delivery new BEDFORD SB3 (petrol) Plaxton 41-seater coachwork, heaters fitted, radio and microphone, dual-tone Formica panels, finished ivory, upholstered in red and grey moquette, list price.

EARLY delivery of new BEDFORD petrol-engine chassis, 1959 models, Duple 41-seater, Super Vega coaches, finished to instructions.

NEW BEDFORD pertol-engined chassis, 1959 model. Plaxton 41-seater coachwork, early delivery, finished to instructions.

NEW BEDFORD petrol-engine chassis, 1959 model. Harrington 41-seater coachwork, finished to instructions.

NEW BEDFORD SB3 (petrol), Burlingham Seagull 41-seater, full luxury coachwork, finished to instructions, delivery mid-April, list price.

NEW A.E.C. Reliance 41-43-seater, Duple Britannia coachwork, centre or front entrance, vacuum brakes, finished to instructions.

1957 BEDFORD petrol, 41-seater Duple Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.

1955 LEYLAND Comet 90, mounted with 36-seater Duple Super Vega coachwork, lift-up roof vents, red moquette, finished maroon and cream, certificate of fitness 1960.

1955 BEDFORD, mounted with 38-seater Duple Super Vega coachwork, blue moquette, finished light and dark blue, certificate of fitness December, 1959.

1953 BEDFORD 35-seater Duple Vega, upholstered in red moquette, finished in light and dark blue, certificate of fitness 1962.

1952-53 BEDFORD, petrol engine, mounted with Duple full-luxury 38-seater 8-ft.-wide coachwork, upholstered in red moquette, finished grey and red, certificate of fitness 1962-63; choice of four; these coaches are in immaculate condition.

1952 BEDFORD, petrol, 33-seater Duple Vega coachwork, Formica side panels, upholstered in green moquette, 7 ft. 6 in. wide, finished maroon and cream, choice of six, certificate of fitness 1962, ex well-known fleet operator, in immaculate condition.

1952 BEDFORD, petrol, 33-seater Plaxton coachwork, upholstered in blue moquette, finished cream and blue; certificate of fitness 1962.

1952 BEDFORD 35-seater Super Vega, interior in green moquette, finished green and grey, radio and heater, certificate of fitness 1962.

1951-52 A.E.C. Mark IV, mounted with 39-seater full-front Burlingham coachwork, heater, fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62, choice of four, one cream and green, three red and cream.

1948 DAIMLER CDV6, oil engine chassis, mounted with Duple 35-seater full-luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition, choice of two.

1947 A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

LEYLAND TS4-6-7, oil engine and chassis, full floating axle, fitted with new Duple bodies in 1947, 33-seaters upholstered in red moquette, certificates of fitness 1960-61, choice of six. These vehicles have been completely modernized.

CHOICE of several 1946-7-8 BEDFORD 27-29-seater Duple Vista coaches; Austin 29-33-seaters; Commer Commando and Avenger 33-35-seaters; certificates of fitness; cheap to clear.

PART-EXCHANGE AND HIRE-PURCHASE, ARRANGED BY OUR DEPOTS AT:—

LONDON,
25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Vic 6033.

CARDIFF,
DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDBURY, SUFFOLK,
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 803-416

SAVILLE MOTOR SALES, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS.
HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 3681 (10 lines).

41-SEATER BEDFORD Super Vega petrol, new unused, only one left, immediate delivery ex stock, finished in grey and crimson.

1955 (Model) BEDFORD Duple 36-seater coach, radio, heater, petrol engine, finished in red and cream, certificate of fitness October, 1959.

1953 BEDFORD Burlingham 36-seater coach, radio, heater, petrol engine, finished in blue and red, certificate of fitness April, 1963.

1951 BEDFORD Metalcraft 33-seater coach, heater, petrol engine, finished in green.

1949 BEDFORD Duple 29-seater coach, heater, petrol engine (choice of two), certificate of fitness.

1949 MAUDSLAY Whitson 33-seater coach, heater, diesel engine, finished in black and white, certificate of fitness June, 1959.

MONMOUTHSHIRE depot.

1948 DAIMLER Duple 33-seater coach, heater, diesel engine, finished in cream, certificate of fitness August, 1960.

1949 A.E.C. Burlingham 33-seater coach, heater, diesel engine, finished in blue, certificate of fitness July, 1959.

PART-EXCHANGES, HIRE-PURCHASE FACILITIES.

REDBROOK, MONMOUTH.
PHONE 336 AND 7. 803-145

Used Passenger Vehicles (contd.)

IF YOU ARE BUYING A NEW OR USED COACH.

TAKE ADVANTAGE OF OUR LONG EXPERIENCE AND LARGE COMPREHENSIVE STOCK OF QUALITY VEHICLES.

NEW COACHES.

IMMEDIATE DELIVERY FROM STOCK:—

New Bedford Duple 41-seater, diesel, exterior to requirements, seats in red patterned moquette.
New Bedford Duple Vista 29-seater, exterior in silver and blue with seats in red patterned moquette.

USED COACHES.

WE HAVE A WONDERFUL SELECTION OF USED COACHES, PETROL AND DIESEL, ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS EXCELLENT STOCK INCLUDE:—

BEDFORD.

1956 Bedford Duple 41-seaters, one in ivory and blue and one in grey and blue, both top quality machines.
1954 and 1955 Bedford Duple and Plaxton 34-, 35-, 36- and 37-seaters; in this range we have a selection of quality coaches second to none.
1951 and 1952 Bedford Duple 33-seaters, splendid examples of this popular model.
Bedford Vista 29-seaters, choice of two very fresh machines being recertified now.

ALBION.

1955 Albion Duple 35-seater, maroon and cream, splendid condition throughout.
1955 Albion Strachan 39-seater, excellent value.

A.E.C.

1954 A.E.C. Gurney Nutting 41-seater, in blue and cream, ex-Show model, most attractive coach at reasonable price.
1953 A.E.C. Whitson 41-seater, in black and ivory, unmarked condition.

LEYLAND.

Choice of two 1949 Leyland Comet Plaxton 33-seaters, one in black and white, the other blue and cream, both extremely reasonable in price.

AND MANY OTHERS.

H.P. FACILITIES. PART-EXCHANGES WELCOMED.

ARRANGE YOUR VISIT EARLY FOR BENEFIT OF SELECTION.

THE S.M.T. SALES AND SERVICE CO., LTD.

177-205 FINNIESTON STREET,
GLASGOW, C.3.

Phone, Douglas 2940. Phone, Douglas 2940.
803-41

THE MILLBURN ORGANIZATION.

PRESTON: Longton 3255.
GLASGOW: Bel 0073.
CARLISLE 25422.

PASSENGER VEHICLE SPECIALISTS.

1955 BEDFORD Duple 36-seater luxury coach.

1950, July, COMMER Avenger 34-seater full-luxury coach, radio and heater, certificate of fitness June, 1959.

1950 BEDFORD Vista 29-seater Duple.

1950 COMMER Avenger 32-seater coach, good order.

1949 Duple luxury-seating coach bodies for 17-ft. 6-in. wheelbase, bodies only.

1949, September, LEYLAND PS1 Burlingham 33-seater luxury.

1947 LEYLAND PD1 chassis, 7.4-litre diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.

1947 A.E.C. 7.7 Duple 35-seater bus, very fine order.

1947 LEYLAND PD1 Roe 51-seater double-deck bus, certificate of fitness 1961.

1947, November, LEYLAND PS1 Plaxton or Burlingham 33-seaters, certificate of fitness 1960-62.

1947 LEYLAND PD1 Roe 51-seater double-deck.

1946 LEYLAND PS1 service buses, 32-seater Roe bodies, certified to 1959; choice of four.

OVER 100 high- and low-bridge-type double-deck buses, from £100 each; also a number of Leyland 36-seater buses; Dennis 32-seater buses with 5LW power units, suitable for contract or public works contractors, price from £175 each.

FOR EXPORT OR DISMANTLING ONLY.

A Number of LEYLAND TS8 chassis with 7.4 diesel power units and fitted with 1949 Duple high-back seating coachwork.

N.B.: Next Motor Auction Sale, April 2 next.

MILLBURN MOTORS (PRESTON), LTD.

WALMER BRIDGE, LONGTON, PRESTON.
Phone, Longton, Lancs, 3255-6. 803-32

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.,

SERVICE BUSES,
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

"SALE TIME AT SALE."

£625. 1947 LEYLAND PS1, powered 7.4-litre oil engine, rebodied 1950 by Strachan, full-fronted body, 33 seats, certified.

£350. 1949 full-fronted AUSTIN, coachwork by Mann Egerton, 31 seats, recertified two or three months ago, three years' certificate of fitness, new engine fitted recently.

£275. 1947 BEDFORD Vista, 29 seats, in exceptionally clean condition, recently renovated, certificate of fitness September, 1961.

£250. Full-fronted 35-seater buses of all-metal construction, powered by Morris chassis units, Saurer-type oil engines; choice of two.

£150. 1949 BEDFORD 20-seat bus, all metal, ideal for country service, certificate of fitness.

£150. 1949 BEDFORD 29-seat luxury coach, good tyres, special bargain.

£150. LEYLAND, 8.6 oil engine, Harrington coachwork, 31 super luxury seats, certificate of fitness 1960.

£150. 20 BRISTOL L-type, 5LW Gardner, 35-seat buses, just released from service.

£150. 1948 GUY Arab, 5LW, 35-seat buses, a good vehicle for workmen's service.

£150. LEYLAND, 8.6 oil engine, 36-seat bus, new body, 1950, certificate of fitness.

£150. 1946 A.E.C. Regents, high-bridge deckers, 7.7, all-metal M.C.W.; choice of six.

£150. 1946 GUY Arab, 5LW, high-bridge decker, very clean, certificate of fitness.

£140. 1949 BEDFORD luxury coach, 29 seats, good tyres.

THE VEHICLES LISTED BELOW CAN BE

SEEN BY APPOINTMENT.

13 Low-bridge double-deckers, coachwork by E.C.W., all carry certificates of fitness.

£325 Each, 1946 A.E.C. Regents, 7.7-litre engine, choice of 11.

£450 Each, 1946 LEYLAND PD1, 7.7-litre engine, Leyland all-metal coachwork, choice of two.

8 ATTRACTIVE LUXURY COACHES,
ALL CERTIFIED.

£475 Each, 1948 A.E.C. Mk. III, 9.6-litre engine, Duple, 33 seats, choice of six.

£350 Each, 1949 MAUDSLAY, A.E.C. 7.7-litre engine, Duple, 33 seats, choice of two.

LEYLAND PS1 CHASSIS.

£200 Each, 1947 LEYLAND chassis, powered 7.4-litre oil engine, choice of three.

BEDFORD DUPLE VISTAS.
ALL CERTIFIED.

£275 Each, 1949 Duple 29 seats, choice of two.

£400. 1950 Duple 29 seats, one only.

WE have a nice selection of oil engines, can be tested in chassis: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre; Leyland PS1 7.4-litre, Leyland 8.6-litre.

A Large quantity of second-hand, serviceable engine and chassis parts in stock for most makes of chassis.

PHONE, SALE 5633.
GRAMS, "BUSUNITS." 803-422

SILVER LINE MOTORS.

MOORLANDS,
WELWYN GARDEN CITY.
HERTS.
Phone, W.G. 5494.

PLEASE

PHONE OR WRITE
FOR FULLER DETAILS.

IMMEDIATE delivery new BEDFORD SB3 (petrol) Plaxton 41-seater coachwork, heater, wheel discs, and wired for radio, finished ivory, upholstered red moquette, list price.

1956 A.E.C. Duple Britannia 41-seater, blue with blue interior, radio and heater, certificate of fitness 1961, immaculate condition, 42,000 miles.

1956 BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater, radio, interior fawn plaid, immaculate.

1955 BEDFORD Super Vega 41-seater, cream with autumn tint interior, fitted heater, good tyres, low mileage.

1954 A.E.C. Reliant, certificate of fitness 1960, red and maroon, maroon interior, 100% condition.

1954 A.E.C. Mk. IV 41-seater, Roe bodywork, certificate of fitness 1960, red and maroon with maroon interior, extra-clean vehicle, in 100% mechanical condition.

1951 BEDFORD Vega, cream with maroon interior, certificate of fitness 1961, fitted heater, good condition throughout.

1951 MAUDSLAY Mk. III 35-seater, certificate of fitness November, 1960, cream with blue, fitted heater, excellent condition.

1950 DENNIS J3 Duple 35-seater, full-front coachwork, cream and green, green interior.

1950 DENNIS J3 Duple, 33-seater, cream and green with green interior, certificate of fitness May, 1960, sound condition.

1949 30-seater full-front BEDFORD Plaxton, certificate of fitness new 1959.

1949 CROSSLEY 33-seater, certificate of fitness May, 1959, green with green interior, sound motor.

1949 DENNIS J3 35-seater, Duple coachwork, certificate of fitness June, 1959, cream and green.

1949 BEDFORD Vista 29-seater, cream with brown upholstery, good sound condition throughout.

1947 FODEN 33-seater, certificate of fitness May, 1960, cream and blue with fawn interior.

NEW unregistered BEDFORD Martin Walker P.S.V. 12-seater, crimson and almond 2-tone with red interior, immediate delivery.

PART-EXCHANGES welcomed, hire-purchase arranged. 803-437

Used Passenger Vehicles (contd.)

FRANK COWLEY.

200

BUSES AND COACHES

ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1951 A.E.C. Mark IV underfloor-engined 39-seater full luxury coach, immaculate, certified 1961, £1,250.

1946-7-8 A.E.C. 34-seater buses powered by 7.7 diesel engines, all in first-class condition throughout, very clean and excellent all-metal bodies, good batteries, etc., £295 each; choice of 20, certified.

1948-49 A.E.C. 34-seater buses, in really super condition, powered by 9.6 diesel engines, good batteries and ready to go to work, £340 each; choice of eight, certified.

1949 BRISTOL 33-seater coaches powered by Gardner 5LW diesel engines and 5-speed gearboxes; these are genuine coaches with full vision and not rebuilt or re-registered, a very lovely fleet of vehicles, £450 each.

1947 LEYLAND genuine PS1 32-33-seater buses, powered by Leyland PS1 engines, in 100% condition throughout, £375 each; choice of eight, certified.

1950 LEYLAND genuine PS2 33-seater coaches, powered by Leyland 600 diesels, immaculate condition throughout, a very super fleet, £495 each; choice of 10.

1948-49 A.E.C. 56-seater double-deckers powered by A.E.C. 9.6 diesel, all-metal bodies, air brakes, good batteries, ready to go to work immediately, £575 each, certified.

1949 A.E.C. 33-seater coaches in immaculate condition, fitted with 9.6 engines and air brakes, £395 each, certified.

1949 GUY 33-seater full-luxury coach fitted Gardner 5LW engine, Plaxton body, in super condition, £495, certified.

1949 DENNIS 35-seater coach, fitted Dennis Big 6 diesel, excellent throughout, £295, certified.

1949 FODEN 35-seater coach, fitted with Gardner 6LW engine, certified and in first-class mechanical condition, £325.

1947 FODEN 35-seater coaches, fitted with Gardner 6LW engines, in lovely order throughout, choice of three, certified 1961, £275 each.

1950 DENNIS 35-seater coach, fitted with Dennis Big 6 engine, certified 1960, £295.

A.E.C. Buses powered by 7.7 diesels and fitted with new 1950 35-seater bodies; these machines look and run like new vehicles, £295 each; choice of 18, certified.

LEYLAND buses, powered by Leyland 8.6 diesels and fitted with 1950 35-seater bodies, all in first-class condition, carrying full guarantee, at £275 each; choice of 20.

CROSSLEY 33-seater coaches, powered by Crossley 8.6 diesels, all genuine 1949 machines with Burlingham bodies, £295 each; choice of 18, certified.

LEYLAND 56-seater double-deckers, powered by Leyland diesels, all carry full guarantee, £275 each; choice of 23.

ALSO 150 single- and double-deckers, all fitted with good batteries and ready to go to work, from £150 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD,
SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 803-423

LES GLEAVE, LTD.,

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple or Plaxton.

CHOICE of six 1956 COMMER Beadle TS3 41-seaters.

BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette, first registered 1956-57; choice of seven.

LEYLAND Tiger Cub, underfloor engine, Eaton 2-speed axle, body by Burlingham or Seagull, front entrance, 41 seats, red moquette; choice of five; first registered 1956, certificates of fitness 1962.

BEDFORD Super Vega, petrol engine, body by Duple, red moquette; choice of two, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.

BEDFORD SB full-front, petrol engine, body by Brush, 33-seater, red, cream, one only, first registered 1951, certificate of fitness 1960.

BEDFORD OB full-front, petrol engine, body by Duple, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1963.

CROSSLEY half-cab, diesel engine, body Trans-United, 33 seats, green, grey moquette, one only, first registered 1948.

BEDFORD Vista, petrol engine, body by Duple, 25 luxury-type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.

LEYLAND PS1 full front, diesel engine, body by Plaxton, 35 seats, green moquette, first registered 1948, certificate of fitness 1963.

LEYLAND PS2 full-front, diesel engine, body by Santus, 35 seats, red moquette, first registered 1950.

BEDFORD Vista, petrol engine, body by Duple, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.

MORRIS-COMMERCIAL full-front, diesel engine, body by Wadham, 31 seats, blue moquette.

1954 BEDFORD service bus, 40-seater, fitted Duple body, 6-cylinder Perkins diesel.

1951 Royal Tiger, underfloor, 35-seater Beccles.

1950 A.E.C. Mk. III 35-seater bus, Burlingham body.

1954 BEDFORD service bus, 39 seater.

COMMER coaches with Beadle bodies.

WE are now taking orders for the coming season. Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

LES GLEAVE, LTD.,

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226. 803-467

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.,

1956 BEDFORD, Burlingham Seagull 41-seater full-luxury body, fitted with radio, speech amplifier, heater and many other extras, in excellent condition throughout, certificate of fitness 1961.

1956 BEDFORD Super Vega 41-seater full luxury Duple body, fitted with heater, Formica side panels, Perspex quarters, in good clean condition throughout, certificate of fitness 1961; choice of two.

1956 COMMER TS3 41-seater full luxury Duple body fitted with Eaton 2-speed axle, public address system, in excellent condition throughout, certificate of fitness 1961.

1955 BEDFORD Plaxton Ventura 38-seater full luxury body, fitted with radio, amplifier, Formica side panels, Perspex quarters, and many other extras, in good clean condition throughout, certificate of fitness 1960.

1955 BEDFORD Yeates Riviera 36-seater full-luxury body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960.

1954 BEDFORD Burlingham Seagull 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959.

1952 BEDFORD Countryman, 25-seater full-luxury Duple body, in good clean condition throughout, certificate of fitness 1962.

1952 GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962; choice of three.

1951 BEDFORD Vista, fitted with a Perkins P6 oil engine, full-luxury Duple body, 29 high-backed seats, in good clean condition throughout, certificate of fitness 1961.

1951 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.

1951 COMMER Avenger 33-seater full-luxury Heaver body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1951 LEYLAND PS2, full front, fitted 37-seater full-luxury Allweather body, Perspex quarters, twin heaters, certificate of fitness 1961.

1950 COMMER Avenger 33-seater Plaxton, good tyres, finished in blue, certificate of fitness 1960.

1950 SENTINEL Service bus, 40-seater, Dunlopillo seats, trimmed in moquette, under the floor diesel engine, front sliding door, in good clean condition throughout, certificate of fitness November, 1961.

1950 A.E.C., 9.6 crash box, full-front half-decker luxury Whitson body, 31-seater, one owner since new, good clean condition throughout.

1950 BEDFORD 29-seater full-luxury Duple body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.

1950 VULCAN full-front, fitted with Perkins P6 oil engine, 31-seater full-luxury Dutfield body, in excellent condition throughout, certificate of fitness 1960.

1949 LEYLAND PS1, full-front 35-seater full-luxury Duple body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.

WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

BARNARD AND BARNARD, LTD.,

PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO

SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

After 5 p.m. and 12.30 Saturday, phone Biggin Hill 330. 803-398

1948 DENNIS Lancet 33-seater, Harrington coachwork, certificate of fitness to 1963.

1948 LEYLAND Tiger PS1, 33-seater, Harrington coachwork, certificate of fitness to 1964.

1949 DAIMLER CVD6 33-seater, Beadle coachwork, certificate of fitness to 1964.

THESE vehicles have been used on seasonal tours only, are in exceptional condition, and ready for the coming season.

SCARLET AND BLUE MOTOR COACHES, LTD., 39 The Avenue, Minehead, Som. 803-50

COACHES AND COMPONENTS, LTD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.

1959 New BEDFORD petrol-engined Duple 41-seater Super Vega, 8-ft. wide.

1955, March, BEDFORD 38-seater diesel-engined Super Vega, 8 ft. wide, immediate delivery, grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.

1955 COMMER Contender Harrington, grand condition.

1952, January, BEDFORD 37-seater Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.

1950 BEDFORD 29-seater Vistas, certificates of fitness 1959-60; choice of two.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1950, July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

1950, August, BEDFORD, 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.

1949, May, CROSSLEY 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.

1949, June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949, July, AUSTIN 29-seater Whitson, autumn tinge moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.

1949 MAUDSLAY, 33-seater Gurney Nutting body, grey floral moquette, exterior grey-green, certificate of fitness November, 1959.

1948 FODEN 33-seater luxury coaches; choice of two.

1948, May, DENNIS Lancet III 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959. 803-409

Used Passenger Vehicles (contd.)

ANNUAL EASTER SALE.

250

SELECTED BUSES AND COACHES

ACTUALLY IN STOCK AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.

SPECIAL H.P. TERMS.

COACH BARGAINS

FOR

THE LITTLE MAN

SPECIAL offer: 1948-47, choice of six LEYLANDS, TS7, TS8, fitted 1950 Harrington full-luxury 33-seater bodies, immaculate, certificate of fitness 1960, price, £395 or near offer.

1948 A.E.C. 35-seater Thurgood coach body, certificate of fitness 1960, price £325 or near offer.

1947 DENNIS, Dennis Duple 33-seater, certificate of fitness end of 1959, price £295 or near offer.

1949 MAUDSLAY, choice of two, Duple 35-seater, certificate of fitness 1960, price £295 or near offer.

1949 MAUDSLAY, choice of two full-front 33-seater Duple, certificate of fitness 1959, price £350 or near offer.

1937-39 A.E.C., choice of three, 1950 Duple and Burlingham, certificate of fitness 1960, price £295 or near offer.

1949 GUY, Burlingham and Plaxton 33-seater, with 10-litre Meadows engine, choice of two, certificate of fitness end of 1959, price £200 or near offer.

1947 COMMER, 30-seater Plaxton, recent new engine, servo braking, certificate of fitness end of 1959, price £225 or near offer.

1948 LEYLAND PS1 34-seater saloons, choice of 16, Brush all-metal bodies, in super mechanical and body condition, certificate of fitness to 1960-62, price £495-£525 or near offer.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low vision cab screens, 7.7 A.E.C. diesel units, 5-speed boxes, in excellent mechanical and body condition, certificates of fitness to 1960, price £550 or near offer.

SUPER DOUBLE-DECKERS — GUY — SUPER DOUBLE-DECKERS

6LW GARDNERS.

1948-49 GUYS, 56-seater double-deckers, fitted 6LW Gardner engines, United Counties bodies, half-sliding windows, in excellent mechanical and body condition, certificate of fitness 1959-60, price £395-£425.

1948-46 BRISTOL 56-seater high-bridge double-decker, fitted Metcam all-metal bodies, half-sliding windows, 5LW and 7.7 A.E.C. diesel engines, in excellent mechanical condition, certificate of fitness 1959-60, price £550.

1948 A.E.C. 56-seater high-bridge double-deckers, choice of two, fitted 5LW Gardner, in good mechanical and body condition, certificate of fitness expiring end 1959, price £325 each.

1939-38 BRISTOL K-type 55-seater low-bridge double-deckers, choice of 12, with 1947-48 Eastern Coachworks bodies, reseated this year, fitted 5LW Gardner engines, in super mechanical and body and paint condition, certificates of fitness 1960, price £200-£250.

OVER 100 low- and high-bridge double-decker buses, A.E.C., Bristol, Dennis, Leyland, etc., mostly with 1948 bodies and all fitted 5LW Gardner diesel engines, certificates of fitness up to 1960, prices from £175-£250 or near offer.

THESE are only a few of over 200 passenger vehicles of most well-known makes actually in stock and available for inspection and test.

STOCKS CHANGING DAILY. WRITE FOR UP-TO-DATE STOCK LIST.

TRADE INQUIRIES INVITED.

SPECIAL H.P. FACILITIES.

PART-EXCHANGES.

P.V.D., LTD. F.C.S., LTD.

F.C.S. WORKS,

LONDON ROAD,
DUNCHURCH, RUGBY.

PHONE, DUNCHURCH **262** AND **265.**

ON THE A45. 803-49

COMBERHILL GARAGES, LTD.,

INGS ROAD, WAKEFIELD.

NEW BEDFORD SB1 diesel 41-seater Plaxton Consort Mk. IV, heater, radio, ivory finish.

NEW BEDFORD SB3, petrol, Duple Super Vega 41-seater, heater, radio, K-type moulding.

NEW MORRIS J2 12-seater Minibus, certified to 1965, immediate delivery.

NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.

NEW A.E.C. Reliance (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.

1958 BEDFORD SB3, petrol, 41-seater Plaxton Consort, ivory, heater, certified 1965.

1955 COMMER TS3 diesel 41-seater Plaxton, amber quarter lights, heater, radio, ivory-black.

1953 LEYLAND PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.

1953 BEDFORD (petrol) 37-seater Plaxton Venturer, heater, radio, certified 1963.

1951 A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingham, reconditioned engine.

1951 ALBION Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue

1950 LEYLAND PSI (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.

1950 BEDFORD Vista 29-seater Duple, cream-green, heater fitted, certified 1960.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.,

Phone, Wakefield 6051-5. 803-235

B53

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.,
THE COACH SPECIALISTS OF THE SOUTH.
COACH SHOWROOMS AND SERVICE STATION.
TRADING ESTATE, FARNHAM, SURREY.
PHONE, 8 A.M. TO 6 P.M., FARNHAM 4626-7;
AFTER 6 P.M. FARNHAM 4481.

WE CAN GIVE
DELIVERY FOR EASTER
OF
1959 PETROL DUPLE BODY COACHES.

1953 BEDFORD Duple 37-seaters, red interior, heaters, choice of two, certificate of fitness 1963, £1,850.
1952 BEDFORD 37-seater Gurney Nutting, autumn interior, heater, cream and maroon exterior, one owner, immaculate condition, certificate of fitness 1962, £1,600.
1952 COMMER Avenger, Gurney Nutting 33 seats, red interior, cream-brown exterior, choice of two, clean coaches, certificate of fitness 1962, £1,150.
1952 DENNIS Falcon, Burlingham 33-seater Seagull body, blue interior, Eaton 2-speed axle, certificate of fitness 1962, £1,250.
1951 BEDFORD Duple, 33 seats, choice of several, blue-red interiors, certificate of fitness 1961, from £1,350.
1951 A.E.C. Mark IV, autumn interior, Plaxton 39-seater luxury body, £2,000.
1950, June. BEDFORD Vista, 29 seats, glass roof quarters, blue interior, cream exterior, very clean, certificate of fitness November, 1959, £795.
1950 FODEN 2-stroke, 35-seater, full luxury coach, £500.
1949 BEDFORD Vista, 29-seater, red interior, cream and maroon exterior, one owner, certificate of fitness September, 1959, £675.
1949 FODEN, 6LW, Bellhouse Hartwell 33-seater body, green interior, certificate of fitness 1959, £450.
1949 MAUDSLAY, Duple 35-seat, high-back, Formica sides, certificate of fitness September, 1959, £375.
1949 DAIMLER CDV6, fitted 33-seater body, certificate of fitness September, 1959, £350.
1948 DENNIS Lancets 3, Duple, red interior, 33 high-back seats, certificate of fitness December, 1961, £375.
1947 BEDFORD Vista, 29 seats, green interior, maroon exterior, high-back seats, certificate of fitness November, 1961, £250.
1946-7-48 MAUDSLAYS A.E.C., fitted 33-35-seater bodies, choice of several, good runners from £325.

WE ALWAYS HAVE A GOOD SELECTION OF VEHICLES SUITABLE FOR
TRAVELLING SHOPS AND WORKMEN.
WE INVITE YOUR INQUIRIES.
HIGH-BACK CONVERSIONS, TRIMMING, PAINTING, ACCIDENT REPAIRS AND CLEANING SPEEDILY EXECUTED. 803-225

DON EVERALL, LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.
PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD Duple 41-seater coaches, petrol and diesel, available for early delivery.
1954 BEDFORD petrol 36-seater Duple Super Vega coach, glass roof quarters, heaters, Formica panels, etc., certified 1964, £2,000.
1954 BEDFORD R6 diesel 36-seater Burlingham coach, £2,000.
1953 BEDFORD petrol 36-seater Burlingham Seagull coach, certified 1962, £1,725.
1952 FODEN, Gardner 6LW, fitted 41-seater Whitson coach, certified 1961, £1,450.
1952 DAIMLER Freeline, fitted 43-seater Metalcraft full luxury coach body, certified 1962, £1,850.
1951, August. BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.
1951 LEYLAND Royal Tiger 40-seater Bellhouse-Hartwell coach, certified 1961, £1,600.
1951 DENNIS diesel 37-seater Yeates coach, £1,375.
1951 A.E.C. Mk. IV 39-seater Burlingham coach, certified 1961, £2,000.
1951 A.E.C. Mk. IV 37-seater Burlingham full luxury coach, radio, heaters, air brakes, certified 1961, £1,900.
1946 A.E.C. 7.7, fitted 1952 37-seater Burlingham Seagull coach body, certified 1962, £1,200.
50 Coaches and buses always in stock.
SEND for list giving full particulars, prices, etc.

HIRE.
33-SEATER half-cab diesel coaches for hire on monthly terms.
PHONE, WOLVERHAMPTON 23212.
NIGHTS AND WEEK-ENDS, 32347 and 22293.

DON EVERALL, LTD. 803-142

1951 LEYLAND PS2, full-fronted, good condition, 35-seater, certificate of fitness 1961.
1951 CROSSLEY 37-seater and courier seat, full front. Plaxton body, certificate of fitness to July, 1961.

ORMSKIRK MOTORS, LTD.,
MAIN VAUXHALL AND BEDFORD DEALERS.
COUNTRY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2.
After 8, Anfield 6001. 803-221

B54

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.,
LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.
Phone, Dudley Hill 1144-9.

BRITAIN'S LARGEST STOCKISTS
OF
PASSENGER VEHICLES.
WE HAVE THE FINEST STOCK OF COACHES IN THE COUNTRY, ALL CARRYING GOOD CERTIFICATES OF FITNESS.
SLASHING REDUCTIONS OF ALL COACHES TO MAKE ROOM FOR NEW VEHICLES.

NEW COACHES IN STOCK.
BEDFORD, petrol engine, fitted Burlingham 41-seater.
BEDFORD, petrol engine, fitted Duple 41-seater.
BEDFORD 41-seater Plaxton petrol or diesel, for delivery before Whitsuntide.
A.E.C. 7.7, 30-ft. chassis, fitted with 39-seater Highway body, new and unregistered service bus.
BEDFORD 41-seater, petrol, Super Vega, red interior.

SECOND-HAND VEHICLES.
1958 BEDFORD petrol 41-seater Plaxton, red interior, choice of two.
1956-7 ATKINSON, underfloor 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication and many extras; choice of four.
1953 BEDFORD Vegas, 35-seaters, choice of four, cheap to clear.
1952 BEDFORD Vegas 33-seaters, choice of three.
1950 LEYLAND, 43-seater Metalcraft body, £1,500.
1950 COMMER Avenger, underfloor, carrying good certificate of fitness, choice of six from £600 each.
1950 COMMER Avenger 33-seater, fitted Albion Chieftain engine, immaculate.
1949-50 A.E.C., fitted Plaxton-Bellhouse Hartwell bodies, choice of four.
1950 BEDFORD 29-seater Duple, high-backed seats, just been certified.
1947 LEYLAND, fitted Duple Ambassador body.
CHOICE of 50 Leyland, A.E.C., Crossley, Guy full-fronts and half-cabs, luxury coaches and service buses, cheap to clear.
WE have spares for all types of second-hand passenger vehicles.

HIRE-PURCHASE. PART-EXCHANGES.
NIGHT PHONE, MIRFIELD 3183, 2160.
WALES: R. COWDELL, NEWPORT 59866.
803-436

BIRD'S COMMERCIAL MOTORS, LTD.,
BIRMINGHAM ROAD,
STRATFORD ON AVON.
PHONE **3222-3-4** OR **2136.**
GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.
TWO 1957 A.E.C. Reliance 41-seater Duple Britannia luxury coaches.
ONE 1957 LEYLAND Tiger Cub 41-seater Duple Britannia luxury coach.
ONE new YATES Europia 41-seater luxury coach.
ALL the above coaches have been owned by one private coach firm from new and have only been used on luxury work.
FIVE late-type A.E.C. double-deck buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
THREE LEYLAND 1953 double-deck buses, fitted with O600 Leyland diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
CURRENT certificate of fitness on every vehicle listed above.
ANY VEHICLE TAKEN IN PART-EXCHANGE.
FURTHER PARTICULARS
AND
PRICES ON APPLICATION. 803-121

MILLBURN MOTORS, LTD.,
51-79 MILLBURN STREET,
GLASGOW, N.1.
Phone, Bell 0073.
WE offer the following vehicles for immediate delivery, your opportunity to acquire a good vehicle at the keenest possible price.
1948 DAIMLER double-deck CVD6 56-seater with Northern County body, certificate of fitness November, 1961, £400.
1948 ALBION service bus, 35 seater, certificate of fitness 1961, £250.
1948 GUY coaches, two of, 5-cylinder Gardner engine, certificates of fitness June, 1963, each £300.
LEYLAND Tiger Cub, model PSUC1/1, 1954, 41-seater luxury coach, new certificate of fitness, splendid tyres, whole appearance immaculate, £2,650.
LEYLAND TD4 double-deck 53-seater, four of, with recent all-metal low-bridge bodies, leather upholstery, immaculate condition, certificates of fitness 1960 and 1961, each £200.
50 LEYLAND Albion, Guy and Daimler double-deck buses, some with recent bodies, all in good order, prices from £75-£100. 803-199

Used Passenger Vehicles (contd.)

STOCKLAND GARAGE, LTD.,
MARSH HILL,
ERDINGTON, BIRMINGHAM, 23.
Phone, Erd 2488.

COMMER 1954 platform truck, 6-cylinder o.h.v. engine, normal control, original tyres, very little used, unused three years, ex C-licence user, £250.
ALBION, 6-cylinder petrol engine, full-fronted 29-seater coach in first-class condition with four years' certificate of fitness, £325.
AUSTIN, 6-cylinder petrol engine, 14 m.p.g., 29-seater normal-control luxury coach, radio and heater, £325.
LEYLAND PS1, new Duple body, 35-seater, fitted 1954, chassis and bodywork in first-class condition, one owner, £1,700.
A.E.C. 7.7, 1950, full-fronted Burlingham body in first-class condition, one owner, £1,200.
EARLY delivery of Duple 37-41-seater coaches.
FORD Thames Kenex 11-seater P.S.V., new for immediate delivery, £850.
AUSTIN 12-seater, not P.S.V., all face-forward seats, 1,000 miles, as new, £100 below list price.
FORD 4D 3-5-ton hydraulic tipper, as new.
FORD 6D 7-ton Trader, long wheelbase, as new.
AUSTIN, 4-cylinder diesel, long wheelbase, as new.
WANTED for cash, trucks, tippers, vans.
IMMEDIATE delivery of Austin and Ford trucks, vans and pick-ups, etc.
PART-EXCHANGES, coaches for trucks, trucks for coaches. 803-325

THURGOODS OF WARE.
1954 COMMER Harrington 41-seater luxury coach, petrol engine, heater, radio, exterior grey and blue, immaculate, certificate of fitness to 1964, £2,150.
1952 A.E.C. Mk. IV pre-selector 41-seater luxury coach, fitted heaters, luxury seating, red and cream, certificate of fitness 26.2.61, £1,975.
1952 BEDFORD Vega 33-35-seater, maroon and cream, high-back tubular seats, Formica sides, certificate of fitness to 19.2.62, £1,295.
1950 COMMER Avenger (33) Plaxton luxury coach, glass roof quarters and rear dome, red chair seats, exterior cream and green, one owner, certificate of fitness to 1960, £850; another £675.
1950 DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certificates of fitness to 1960, £1,050.
1950 BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green, choice of two, from £675.
20-SEATER BEDFORD Vista, reclining armchair seats, 1949, Formica sides, heater, green and cream, good order, £575.
1948-7-6 BEDFORD Vistas (29), from £325; buses, 28-30, from £275.
BEDFORD driver-operated door gears for Vista, only £12 15s. per set.
SET of Vista seats, retrimmed new blue moquette and Vynide (29), one-day exchange service, £76 10s.
PHONE, WARE 833-4; AFTER HOURS 896.
803-60

PERCY D. SLEEMAN, LTD.,
LONDON COMMER DEALERS.
COMMER Rootes diesel Burlingham 41-seater, finished to choice, 14 days' delivery.
A.E.C. Reliance Duple and Burlingham 41-seaters, finished to choice.
1955 COMMER TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.
1955 TS3, Duple bodies, 39-seaters, certificates of fitness 1960.
1954 BEDFORD 36-seater, upholstered in red, painted to choice, certificate of fitness 1959.
1953 BEDFORD 35-seater Yeates, trimmed in red, finished cream and red.
1952 BEDFORD, 37 seats, Gurney Nutting body, certificate of fitness 1962.
1951 LEYLAND Royal Tiger, 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.
1948 BEDFORD 29-seater Vista, from £250.
PART-EXCHANGES and hire-purchase terms to suit individual requirements.

38 UXBRIDGE ROAD,
EALING, W.5.
PHONE, EALING **7987.**
After hours, Western 1321. 803-315

1956 ATKINSON, underfloor 6-cylinder Gardner engine, Plaxton body, 43 seats, front-door entrance, 43,000 miles, this machine is in immaculate condition.
1951 BEDFORD Vega.
1950 COMMER Avenger, 33 seats, 3½ years' certificate of fitness, £150.
1949 CROSSLEY, Burlingham body, £100.
A Number of coaches suitable for workmen's contracts or conversion to mobile shops. Cheap to clear.
R. COWDELL, 67 Ailesbury St., Newport, Mon. Phone 59866. 803-348

LANCASHIRE MOTOR TRADERS, LTD.,
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201; evenings, Oldham Main 2461.
1955-6 COMMER TS3 41-seater Duple, autumn tint interior, brown-fawn exterior, choice of three from £2,350.
1948-9 BEDFORD 29-seater Duple, good certificate of fitness, choice of six from £200.
1951-2 BEDFORD 33-seater Duple, choice of three from £1,000.
1950-3 A.E.C. 33-seater to 41-seater Burlingham and Duple coachwork, from £750.
WE also have a number of workmen's coaches, all post-war chassis, good certificates of fitness, from £150. 803-36

Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), LTD.,

CROSS ROAD GARAGE,
ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD
DUPLE, PLAXTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES.
FOR EARLY DELIVERY.

1956 37-seater Plaxton, immaculate throughout, fitted radio, intercom, heater, etc., choice of two, £2,750.

1956 41-seater BEDFORD Duple, red pattern interior, maroon and ivory exterior, fitted quarter roof lights, tubular racks, radio and heaters, £2,750.

1954 36-seater BEDFORD Burlingham, red interior, maroon and ivory exterior, fitted radio and heater, £2,000. Choice of two.

1953 36-seater BEDFORD, Yeates, blue exterior, fitted quarter roof lights, tubular racks, £2,000.

1952 35-seater BEDFORD, blue interior, very nice condition, £1,300.

1951 33-seater BEDFORD Duple, clean and well shod, £1,450.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.

SPECIAL OFFERS OF HALF-CAB COACHES.

TERMS AND EXCHANGES.

PHONE, Dinnington 541 (BY DAY).
NIGHT PHONE, KIVETON 220; MANSFIELD 5395; DINNINGTON 577. 803-412

VINCENT GREENHOUS, LTD.,

OFFER:—

AT Shrewsbury Depot. (Shrewsbury 3051.)

COACHES:

1949 CROSSLEY 33-seater, red-cream.

1949 CROSSLEY 33-seater, green.

1953 BEDFORD 36-seater Vega, blue-cream.

AT Wrexham Depot. (Wrexham 3431.)

1956 BEDFORD Duple Super Vega 41-seater, ivory and red, certificate of fitness 1961.

1952 A.E.C. 9.6 engine with Plaxton full front, 37 seater coach body, red and cream, certificate of fitness 1962.

1951 BEDFORD Duple Vega 33-seater coach, cream and red, certificate of fitness 1961.

1951 BEDFORD Duple Vega 33-seater coach, maroon and blue, certificate of fitness 1961.

1951 A.E.C. Mark III with Beccles 33-seater full-front coach body, cream and maroon, certificate of fitness 1961.

1949 GUY Arab Santus 33-seater coach, orange and cream, certificate of fitness 1961. 803-69

ASTON'S OF MARTON,

WARWICKSHIRE.
(ON A423 ROAD—SEVEN MILES FROM COVENTRY).
Phone, Day, Marton 357.
Evening, Braunston 254.

COACHES and buses available for immediate inspection and test.

1949 MAUDSLAY with heater and radio, 33-seater, certificate of fitness, very clean, choice of three, from £200.

LEYLAND TS7s and TS8s, rebodied 1950 onwards by leading makers, certificates of fitness up to 1962, choice of 17, from £200.

LEYLAND TD5s and TD7s, 1940 at 1942, high- and low-bridge, double-deck, certificates of fitness to 1961, choice of six, from £225.

GUY Vixen, 1949, full-front, 27-seater, heater and radio, certificate of fitness to 1961, £265.

BRISTOL 1940 35-seater service saloons, L5J, rebodied 1950, certificate of fitness 1960, choice of 10, £275.

BRISTOL 1940 double-deckers, low-bridge, 53 seats, rebodied, 1950, certificates of fitness 1960, choice of 11, from £235.

COMPREHENSIVE stock of new and second-hand spares for Leyland, A.E.C., Bristol and Guys available.

ANY type of vehicle taken in part-exchange. Hire-purchase terms available. Please write or phone your inquiries. 803-324

1956 41-seater BEDFORD Duple Super Vega, petrol, red interior, ivory and red exterior, numerous extras, superb condition, 8-ft. wide.

1951 41-seater LEYLAND Royal Tiger, red interior, ivory and red exterior, Harrington exhibit at Earls Court, air brakes, immaculate appearance, 8 ft. wide.

1952 34-seater BEDFORD Duple, petrol, red interior, ivory and red exterior, numerous extras, 8 ft. wide, any inspection or trial.

G. H. HOYLE AND SONS, LTD., Coal Hey Garage, Haslingden. Phone, Rossendale 272. 803-465

1956-57 BEDFORD 41 Super Vegas, from £2.650.

1950 LEYLAND PSI 35-seater Burlingham full-front, £1,050.

1954 BEDFORD Duple Super Vega 38-seater, low mileage, very well kept, £2,150.

1952 BEDFORD Super Vega 33-seater, quarter lights, magnificent condition.

1949 FODEN, 5-cylinder Gardner, Duple 33-35-seater, new retrim, certificate of fitness 1962, £585.

1950 BEDFORD Duple 29-seater Vista, good tyres and excellent condition, high-back seats, £575.

1950 COMMER 33-seater Strachans body, beautiful condition, £725.

1953 LEYLAND Royal Tiger 41-seater, air brakes, perfect condition, £2,300.

29 High-back luxury seats, blue, £45.

CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone Ottershaw 461. 803-329

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON.

NEW BEDFORD Duple Super Vega 41-seaters, early delivery.

1954 BEDFORD Yeates Riviera 36-seater coach, quarter lights, tubular racks, Radiomobile and heaters, recertified five years, one owner.

1952 DENNIS Falcon.

BEDFORD (SB petrol engine), Duple Vega 36-seater body (exactly as Bedford Vega), radio and heaters, excellent condition throughout, certified 1962, £1,250.

1950 COMMER Avenger Churchill 34-seater coach, fitted heater, certified 1960, one owner, £850.

1950 A.E.C. 9.6, Burlingham full-fronted body, 33-seater, radio and heaters, certified 1960, £950.

1949 CROSSLEY, Yeates 35-seater body, good condition, £180.

PART-EXCHANGES. HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 803-240

VICTORIA COACHES, LTD.

1957 COMMER TS3 41-seater Plaxton.

1956 COMMER TS3 41-seater Duple.

1957 BEDFORD (petrol), 41-seater Plaxton, price £2,650.

1953 CROSSLEY 37-seater Churchill, price £1,000.

PHONE FOR APPOINTMENT TO VIEW.

1159 LONDON ROAD,
LEIGH-ON-SEA.
Phone 74456. 803-386

J. W. FIELDSEND, LTD.,

OFFER THE FOLLOWING

USED COACHES:—

NEW BEDFORD petrol 41-seater Plaxton; immediate delivery.

1957-8 COMMER TS3 41-seater Plaxton and Duple; choice of several.

1958 BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.

NEW KARRIER 14-seater Plaxton full-luxury, fitted heater and radio; delivery April.

1957 BEDFORD petrol 41-seater Plaxton.

1957 BEDFORD petrol 41-seater Duple.

TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,
SALFORD, 5.
Phone, Pendleton 5331. 803-388

JACK DEACON,

DEACON'S GARAGE,
DORCHESTER, OXON.
Phone, Clifton Hampden 217.

OFFER the following vehicles, all of which are certified:—

TWO 1950 AUSTIN 29-seaters, £250 each.

TWO A.E.C., 1947, Duple luxury bodies, £300 each.

1949 A.E.C. double-decker buses, Metrocam. 803-339

ONE MAUDSLAY A.E.C. 7.7, 33-seater, Wadham half-cab, 31.8.49, tyres, batteries, etc., as new, £700.

ONE MAUDSLAY, as above, 9.12.49, £700.

AUSTIN P.S.V. 11-seater, 4.8.58, as new, £675.

ESSEX Bu washing machine for 7-ft. 6-in or 8-ft vehicles, £225.

HUTFIELD COACHES (GOSPORT), LTD., Gosport, Hants. Phone 88088. 803-7214

1948 MAUDSLAY, Duple body, certificate of fitness four years, 33-seater.

1949 AUSTIN Mann Egerton body, certificate of fitness 1959, 32-seater.

1951 BEDFORD Vista Duple, certificate of fitness two years, 29-seater.

ALL these coaches are in first-class condition.

APHONE, Wallington 6648-9. 803-2

COMMER TS3, Duple 41-seater full-luxury coach, first registered September 23, 1954, Eaton 2-speed axle, colour red and cream, interior red floral moquette, heaters, etc., guaranteed mileage 56,000, certificate of fitness 20.10.59, immaculate throughout, £2,250.

1950 LEYLAND PS1, first registered 29.12.49, 33-seater luxury coach, full-front Whitson body, heaters saloon and driver, colour grey and red, interior red floral moquette, certificate of fitness 21.12.59, excellent condition, £750.

1951 MAUDSLAY 37-seater luxury coach, 7.7 A.E.C. engine, 8-ft. Metalcraft body, colour grey and red, interior autumn tint moquette, heaters, etc., certificate of fitness 28.2.61, perfect machine, engine now being run in after resleeve, etc., £1,000.

EXCHANGES, H.P. and insurances, etc.

JOHNSONS MOTORS, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 803-123

LEYLAND and A.E.C. 56-seat double-deckers, also single-deck coaches and buses, suitable for workmen's transport, etc., from £100. Faulkners (Transport), Ltd., Wallington, Fareham, Hants. Fareham 4234-5. 803-271

Used Passenger Vehicles (contd.)

THE MOTOR DEPOT,

158 WALSGRAVE ROAD, COVENTRY.
Phone: day, 53732; night, 68503.

AUSTIN AGENTS.

1952 BEDFORD Vega, 33-seater Duple bodies, choice of two.

1950 MAUDSLAY, 35-seater f/f. Burlingham body.

1950 LEYLAND, 33-seater f/f. Burlingham body.

1950 BEDFORD Vista, 29-seater.

VARIED selection of other coaches available for inspection.

PART-EXCHANGES. H.P. FACILITIES.

THE MOTOR DEPOT, 803-440

RENTON'S LUXURY COACHES offer:—

1949 Plaxton 33-seater full-fronted luxury coach, FODEN 6LW, heater, completely recellulosed and just recertified, certificate of fitness until 1963, immaculate condition, must be seen, £695.

1951 Plaxton 39-seater full-fronted luxury coach, LEYLAND PS1, heater, courier seat, a large 8-ft. Envoy-type body, and a real bargain at £1,495.

1951 Bellhouse-Hartwell Continental-type full-fronted 8-ft luxury 35-seater coach, LEYLAND PS1, many extras including courier seat, demisters, heater, Continental lights, Perspex front and rear domes, used on extended tours, offered at only £895.

THE above vehicles are offered only due to shortage of garaging, and we are the only owners since new. Call for any trial or inspection at :—

522 MANCHESTER RD., Hollinwood, Oldham. Phone, Failsworth 1438. 803-206

1952 A.E.C. 9.6 37-seater, £1,100.

1951 MAUDSLAY Plaxton 37-seater, £950.

ROYAL TIGER 41-seater, £1,800, painted in primer, H.P. arranged. Mr. Ritson. Phone, Tottenham 6875. 803-413

GARNER'S COACHES, LTD., offer:—

MAUDSLAY 1949 33-seater, A.E.C. 7.7 diesel, certificate of fitness, choice two from £475.

AUSTIN 1951 32-seater, petrol, certificate of fitness, choice of two from £650.

AUSTIN 1949 29-seater, petrol, certificate of fitness, £385.

READY for service. Hire-purchase.

37 SOUTH EALING RD., London, W.5. Ealing 9046. 803-308

1948 A.E.C. 7.7 Mark II, single cab, 35-seater, low mileage, used private hire only, can be recertified.

1948 A.E.C. 7.7 Mark II chassis, fitted with 1951 Trans-United body, full front, high-back seats, heaters, used private work only, low mileage, tight job, stand any inspection, part-exchange and hire-purchase, certificate of fitness 1963.

1945 GUY Arab DD 56-seater, new condition body, engine overhauled, tyres as new, new batteries, can be recertified, £265. Hire-purchase terms. Airdrie 3638. 803-446

1950 BEDFORD 29-seater Strachan body, £350.

1952 BEDFORD 33-seater and one courier, Duple, £1,350.

1951 AUSTIN 32-seater Plaxton Envoy, full front, in good condition, £700.

COOKS, of Biggleswade. Phone, Big 2213. 803-445

Unclassified Wanted

16-SEATER coach or bus or personnel carrier wanted; full details and price.
CAMPBELL PARK, LTD., Childwall Valley Rd., J. Gateacre, Liverpool. Phone, Gateacre 1331. 803-34

14-Or 16-seater omnibus or coach. Box CM0313, care of "The Commercial Motor." 805-7304

PRE-WAR LEYLAND chassis with oil engine and post-war coach bodies. Box CM0316, care of "The Commercial Motor." 803-222

NEW PASSENGER VEHICLES

A.E.C.

ARLINGTON MOTOR CO., LTD.,

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.

Phone Victoria 6033-4-5.

OFFER EARLY DELIVERY OF

RELIANCE 41-43-SEATER DUPLE BRITANNIA

COACHWORK. CENTRE OR FRONT ENTRANCE.

VACUUM BRAKES.

FINISHED TO INSTRUCTIONS. 803-414

BEDFORD

COACHES AND COMPONENTS, LTD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1959 BEDFORD 29- to 41-seating capacity luxury coaches, fitted with petrol or diesel engines.

PART-EXCHANGES and H.P. terms arranged to your satisfaction. ZZZ-0673

B55

New Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.,
HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.
Phone, Howard 1266.

NEW BEDFORD
WITH 41-SEATER BURLINGHAM SEAGULL BODYWORK.
OFFER EARLY DELIVERY OF 1959 MODEL DUPLE 37-41-SEATER
SUPER VEGA COACHES.
DEMONSTRATIONS AVAILABLE.
PART-EXCHANGES.
SPECIAL HIRE-PURCHASE TERMS.
ALSO
NEW BEDFORD WITH 41-SEATER PLAXTON BODYWORK.
NEW BEDFORDS WITH 41-SEATER HARRINGTON BODYWORK. 803-415

New Passenger Vehicles (contd.)

COVENTRY AND JEFFS, LTD.

BEDFORD 41-seater (petrol) Super Vega Duple coach, red interior, heater, etc., painted to choice for Whitsun delivery.

MILL LANE, BRISTOL, 3.
PHONE 64661. 803-56

MANSFIELDS, LTD., Vauxhall, Bedford main dealers, offer new 1959 Martin Walter conversions, 2- and 4-berth Dormobile caravans, utilibrake, workobus, etc., for immediate delivery.
MANSFIELDS, LTD., 17 Cornfield Rd., Eastbourne. Phone 3003. 803-463

FORD THAMES
WE ARE NOW ACCEPTING ORDERS FOR THE
NEW THAMES DUPLE
LUXURY 41-SEATER.
DEMONSTRATOR AVAILABLE SHORTLY.
PLEASE ASK FOR DETAILS.
GORDON KING MOTORS, LTD.,
MITCHAM LANE, S.W.16.
Streatham 3133-4. 803-255

New Passenger Vehicles (contd.)

FORD THAMES.
MILL HILL MOTORS.
WE ARE NOW ACCEPTING ORDERS FOR THE
NEW THAMES HARRINGTON
AND
NEW THAMES DUPLE
LUXURY 41-SEATERS.
DEMONSTRATORS AVAILABLE SHORTLY.
ALL INQUIRIES TO:—
MILL HILL MOTORS.
33 ST. MARY'S ROAD, MARKET HARBOROUGH.
Phone, Coventry 53732 (day); 68503 (night). 803-439

VOLKSWAGEN
EUROPEAN CARS, LTD., distributors for London Western districts, early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722 zzz-830

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

AGRICULTURAL lime spreaders, ATKINSON bulk hopper, new condition. Ruthin 504, evenings only. 803-95

Agricultural Vehicles Wanted

WANTED, lime spreader with or without vehicle, Atkinson, Kenwall or similar. Graves, Brabourne Lime Works, Nr. Ashford, Kent. Sellindge 3179. 803-x5703

KENWALL lime spreader, Bedford QL chassis or bodies only. Box CM0321, care of "The Commercial Motor." 804-x5758

AMBULANCES

AUSTIN Sheerline, Morris, Albion, Rolls-Royce and small Bedfords Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 803-54

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. zzz-708

BEDFORD 8-ton petrol tractor with 18-ft. Scammell platform articulated trailer (1950-1953), plus one extra trailer; choice of three. Inspection invited; offers welcome Great Western Motors, Station Rd. Reading 55281. 803-7232

1958 Registered BEDFORD, P6, 24-ft. Scammell trailer. Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 803-46

ARTICULATED units, all types. Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 803-43

CAPITAL MOTOR CO., LTD.,
SCAMMELL DISTRIBUTORS,
BEDFORD MAIN DEALERS.
NEW SCAMMELL trailers, early delivery.
NEW SCAMMELL Scarab for early delivery, either petrol or diesel engine.
USED SCAMMELL trailers from 6 tons to 8 tons always available.
1950 Scarab 3-ton unit, in very good condition.
1951 BEDFORD 8-ton tractor unit, in very good condition, £250.
1953 6-ton Scarab and two 18-ft. flat platform trailers, in very good condition.
REMINGTON ST., City Rd., N.1. (Near Angel.) Clerkenwell 7456. 803-326

ARTIC pole wagon, 15-ton Tasker tandem trailer unit A.E.C. Matador 7.7 4 x 4, air brakes, power winch, 1400 by 20 tyres, £725. H. Hooker 48 Ormside St., London, S.E.15. Phone, New Cross 0980, 2155. 803-xA5900

NEW BEDFORD 8- and 10-ton tractor unit, normal and forward control.
1955 SCAMMELL Scarab, small mileage, first-class condition, demonstration.
1956 FORD 4D tractor, excellent condition throughout.
SCAMMELL Scarab, petrol or diesel, for early delivery.
ARTICULATED vehicles our speciality.
SEE Trailers.
INQUIRIES TO:—
E. J. BAKER AND CO. (DORKING), LTD.,
DORKING 3822, EXT. 19. 803-381

A Large selection of articulated vehicles always in stock, 3-tonners to 100-tonners, include a wide variety of types. Let us know your requirements. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 803-296

Miscellaneous Vehicles (contd.)

1953, October, SEDDON Mk. VIII artic. unit, Scammell coupling, Eaton 2-speed axle, good condition, £425.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 803-370

BREAKDOWN VEHICLES

6 X 6 ex-W.D. A.E.C. petrol/diesel chassis-cabs, winches optional, also ex-W.D. Austin 6 x 4 recovery trucks. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-844

FORD 4 x 4 WOT; 5-ton truck, fitted adjustable gantry with block and tackle, 110-volt 24-kW. generator, under 300 miles since passed for Ministry in May, 1957, £385; also similar model fitted workshop, no gantry or generator. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 803-283

CATTLE CONVEYORS AND HORSEBOXES

G. C. SMITH (COACHWORKS), Long Whatton, Loughborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. zzz-998

BEDFORD cattle truck, in fair condition, £250; also 18-ft. 6-in. ditto, available shortly. Kennedy Bros., Rotherfield 286 (Sussex). Evenings 287. 803-168

EX-W.D. VEHICLES

A NAME WORTH KNOWING.
CUNDEY AND STEWART, LTD.,
ALFRETON, DERBYSHIRE.
Phone, Leabrooks 477.
THE EX-W.D.
DEALERS AND DISMANTLERS.
4 X 4 SPECIALISTS 6 X 6.
VEHICLES. SPARES. TYRES. zzz-704

J. H. ROLLASON, Romsey Rd., Cadnam 3301, Hants.
SPECIALISTS in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslay. zzz-821

C. M. SWORDER (MOTORS) for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker. Lane End High Wycombe, Bucks. Phone, Lane End 234. zzz-803

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.
C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. Cables, "Morganspare, Southampton." zzz-928

TWO BEDFORD QL trucks, £100 the pair. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 803-371

BEDFORD 4 x 2, Army reconditioned, £125.
PERCY D. SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; after hours, Western 1321. 803-313

CANADIAN CHEVROLET 4 x 4 short-wheelbase truck, ideal for breakdown vehicle, excellent condition, £50. Barnes, 14 Crown Colony, Holbeach, Lincs. Phone, Holbeach 3024. 803-x5902

LOW-MILEAGE BEDFORD QL, unregistered, in good condition, £125 each. Also Bedford QL winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 803-408

LUTON VANS AND PANTECHNICONS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; 2-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-881

Miscellaneous Vehicles (contd.)

AUSTIN 1950 Lodestar chassis with 1,200 cu.-ft. Luton body, first-class chassis on good 7.50 by 20 tyres, body only 12 months' old and very modern in appearance, £495. W.E.M. (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568, 1480; after seven, Cherrywood 4322. 803-25

SAUNDERS FOR YOUR AUSTIN.
AUSTIN 152 15-cwt. chassis, fitted large-capacity Luton body, ready for colour.
AUSTIN LD2 chassis, petrol, fitted Luton body, 550 c.c., ready for painting, lettering.
AUSTIN LD2 chassis, petrol, fitted Luton body, 650 c.c., nearing completion.
H. A. SAUNDERS, LTD.,
832-842 HIGH ROAD, FINCHLEY, LONDON, N.12.
Hillside 5272, ex. 25. 803-125

ALWAYS a good selection of pantechnicons and box-vans from 900-1,200-cu.-ft. capacity, Guy Vixen, Austin, Morris, etc. Contact the van specialists, Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone, Bristol 77667. 803-68

LARGE Luton vans, 1,650 cu. ft. Broughton, 1-5 Odessa Rd., E.7. Maryland 1888. 803-333

NEW BEDFORD 4-ton normal-control 4-cylinder diesel chassis with 1,000-cu.-ft. Luton body, unregistered, £1,475 inclusive, in primer.
SPECIAL unrepeatable offer:—
BEDFORD Luton vans with brand-new coachbuilt bodies of 1,000 cu. ft. on Bedford O model 4-ton chassis, overhauled and guaranteed, unladen weight approximately 2 tons 18 cwt., £795 each.
LAWSON PIGOTT MOTORS, LTD., 186 East Barnet Rd., New Barnet. Phone, Barnet 1061 or Riverside 4111. 803-332

TWO York semi-trailers, fitted alloy construction 1,350-cu.-ft. van body. Woodcocks Transport, Palace Buildings, Cross Lane, Salford. Phone, Pendleton 5333. 803-493

1948 JENSEN diesel 1,800-cu.-ft. Luton van, low loading all-metal body, in good running order, £275.
ARTICULATED pantechnicon trailers, Scammell coupling, 1,800 cu. ft., in good order, choice of several.
RUSH GREEN MOTORS Langley, Hitchin, Herts. Stevenage 175. 803-293

MUNICIPAL VEHICLES

DENNIS gully emptier, 750 gal., complete and in working order, one owner, £100. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 803-374

MOBILE SHOPS, CANTEENS, ETC.

MOBILE Shops, canteens, offices, vehicles and trailers, large selection, photos., lists. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 803-53

EX-GOVERNMENT KARRIER Bantams, unregistered, fitted with brand-new mobile shop bodywork including modern cab with wrap-round screens, total cost of de luxe model £850; terms available. S. H. Wyatt (Coachbuilders), Ltd., Bank St., Cheadle, Staffs. Phone, Cheadle 3155. 806-7297

WE carry a good stock of coaches, suitable for converting to travelling shops. Inquiries welcomed. E. J. BAKER AND CO. (DORKING), LTD., Farnham Surrey. Phone, Farnham 4626. 803-224

TANK WAGONS

UNREGISTERED ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. refuellers; also 900-gal Bowser trailer. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-656

SCAMMELL articulated tanker outfit, clean condition, 2,800-gal capacity, fully equipped. Harold Aston, Ltd., Langley, nr. Birmingham. 804-7305

Miscellaneous Vehicles (contd.)

BRAND-NEW Butterfield stainless-steel milk tank, 1,650 gal. capacity, mounted on latest Ford Trader 7-ton chassis and cab, will separate. Apply Barton Townley, Ltd., Main Ford Dealer, Lancaster. Phone 4317-8-9. 804-7274

1952 MORRIS 1,200-gal. tanker (two), 3-compartment, 500-400-300, forward control, 4-cylinder petrol engine, 8.25 by 20 tyres, good, clean condition, £325 each. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 803-288

1951 THORNYCROFT 8-wheeled 3,600-gallon tanker, six compartments, late property of large petrol company, well maintained, excellent order, double-drive, air brakes, £1,250.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-300

£125. 500-gal. paraffin tank on 1947 Bedford 5T truck. Acorn 4553. 804-xA5893

1948 BEDFORD 800-gal., four compartments.
BEDFORD 500-gal. tankers, with pump, unregistered, from £165 each, very clean.

1950 AUSTIN 1,000-gal., three compartments, £165.

1951 BEDFORD 1,000-gal., two compartments, with pump.

1948 FORD 800, three compartments, with pump.

900-GAL. Bowser trailers, excellent condition, complete with pumping equipment.
SEVERAL 3,600-gal. 6-compartment oval vehicle tanks, suitable for spirit.
H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 803-404

Tank Wagons Wanted

BEDFORD articulated tanker outfit, 2,500-gallon capacity; also spare tank unit, 1952 onward. The Hendon Paper Works Co., Ltd., Sunderland. 803-x5796

TIPPING LORRIES

AUTO UNITS. Large quantity brand-new Anthony fixed-side tipping bodies, 5 and 6 cu. yd. 5-yd., £32 each, 6-yd., £45 each.
AUTO UNITS (EALING), LTD., Derwent Rd., London, W.5. Ealing 5108 zzz-862

SYD ABRAMS, LTD.

1957 BEDFORD long-wheelbase tipper, 300 diesel.

1946 LEYLAND Beaver drop-side truck, £395.

WATERLOO RD., Manchester, 8. Phone, Broughton 4321. 803-49

MAUDSLAY Meritor 1950 model 8-wheeled Pilot tipper, A.E.C. 9.6-litre engine, double-drive, all tyres good, £1,375. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322, 4568. 803-26

DENNIS Pax 6-ton hydraulic tipper, immediate delivery, £195. Donald Taylor, Haslington, Crewe 2277. 803-96

HILLS.

1952, November, ALBION heavy 6-wheeler end tipper, double-drive, 19-ft. 6-in. body with 2-ft. panelled drop-sides, Pilot 15-ton underfloor gear, 11.00 by 20 front, 9.00 by 20 rear, unladen weight 7.11.1, carefully maintained.
HILLS GARAGES, Port St., Manchester. Central 4311. 803-84

FODEN, ex-M.o.S., 6-wheeler, 6LW double drive, new Pilot tipping gear and dumper body.
A.E.C. Matador 4 x 4, 7.7 A.E.C., air brakes, new Pilot tipping gear and dumper body, photograph and specification on request.
PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (6 lines). 803-64

THREE BEDFORD petrol tippers, wooden bodies, £150 each.

1955 FORD P6 tipper, tyres, body, etc., very good condition, £450.

1956 COMMER TS3 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.
CAMPBELL SYMONDS AND CO., LTD., Forty Avenue, Wembley, Middx. Arnold 7771. 803-400

1953 BEDFORD 6-yd. S-type steel-body tipper, 7,000 miles since reconditioned engine, tipping ram and whole vehicle stripped and rebuilt, open to inspection, £400, genuine. Phone Melton Constable 284. 803-x5884

Miscellaneous Vehicles (contd.)

1954 BEDFORD 7-ton short-wheelbase tipper, steel body, in good running order, £350.
1953 Thames diesel 5-yd. tipper, steel body, in good running order, £250.
1952 Thames diesel 5-yd. tipper, steel body, good runner, £235.
1950 LEYLAND Beaver tipper, 600 engine, 9-yd. wooden body, in good running order, £700.
1952 Thames petrol 5-yd. tipper, very good runner, steel body, choice of several at £100 each.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-292

1953 ET7 short-wheelbase cab and chassis fitted P6 diesel engine, good tyres, from £125 each.
H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 803-407

Tipping Lorries Wanted

TIPPERS wanted. Dodge, all models 1955 onwards, low mileage. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 803-444

TRACTORS

SCAMMELL Pioneer 60-ton tractor, Gardner 6LW engine. Details from T. Hallett Ltd., 169 Cricklewood Broadway, N.W.2. 805-7261

DISMANTLING E.R.F. tractor, all parts available, Brooksbank, 83131 Hull. 803-7277

1952 DENNIS P6 engine, Pax articulated unit, B.T.C. coupling, 2-speed axle, new engine. Hopkins Street Garage, Bolton. Phone 2101. 803-204

1954 AUSTIN, Perkins P6 engine, Eaton 2-speed axle, Carrimore couplings. C. Russett, 46 Clarence St., Southampton. Phone 26590. 803-361

Tractors Wanted

2-7-TON Tractor Units, any make, with low-loading trailers, must be sound.
CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD., Imperial Garage, Hadleigh, Essex. Phone, Hadleigh 57271. 803-62

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. zzz-707

TASKERS TRAILERS AND SEMI-TRAILERS.

FOR every kind of load between 8-cwt. and 35 tons (or over).
SUITABLE for use with the great majority of prime movers; also for Land Rovers, vans, and cars.
QD Straight-frame semi-trailers, and certain other types, "off the peg."
COUPLINGS: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical horse.
FULLY illustrated descriptive leaflets on request.

TASKERS OF ANDOVER (1932), LTD
HEAD OFFICE AND WORKS: WATERLOO IRON WORKS, ANDOVER, HANTS.
Phone, Andover 2312. Telex 47-539.
Grams, Taskers-Andover-Telex.
London Office: 36 Victoria Street, S.W.1.
Phone, Abbey 2202.
Manchester Office: 26 Corporation Street, Manchester, 4
Phone, Deansgate 6009.
Telex 66-249. zzz-923

DYSON super trailers and semi-trailers.
THE best of haul investments.
R. A. DYSON AND CO., LTD., 76-80 Grafton St, Liverpool, 18. Phone, Royal 8434. Grams, "Ignition, Liverpool." zzz-490

POLE trailer, Scammell 26-ft. long. Thornton and Hunter, 183 Leytonstone Rd., Stratford, E.15. Phone, Maryland 5077. 803-45

Miscellaneous Vehicles (contd.)

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform, pantechnicons, and special types.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175 zzz-824

4-WHEEL (Eagle 476T) draw bar trailer, 5-6-ton c. capacity, on 36 by 8 singles, in next to new condition, for sale £225. Oaks Garage (Rogerstone), Ltd., Rogerstone, Mon. Phone, Rhiwderin 358. 803-58

2-WHEEL trailers, large selection. Photos. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 803-52

12-14-TON 25-ft. straight-frame semi-trailers, S.A.E. pin, Davis landing gear, as new, from £425; several available. H.P. arranged. Merriworth (Engineering), Ltd., London Rd., Stone, Dartford, Kent. Dartford 2810 and 5239. 803-866

CARRIMORE low-loader trailer, 16-ft. 6-in. well, 20-ton capacity; frame at swan-neck needs attention otherwise good condition.
DYSON 4-wheel trailer, truck type, fitted tilt, capacity 4-ton; both available for inspection and offers. Otway and Golder, Ltd., London, S.E.20. Phone, Addiscombe 1235. 803-98

SCAMMELL 20-ton low-loader trailer, knock-out axles, 14.00 by 20 tyres, 20 ft. in well, air brakes. Kerbey Motors New Southend Arterial Rd., Hornchurch. Hornchurch 42776. 803-276

LOW-LOADERS. We have several 10- and 12-ton low-loaders with knock-out axles, in stock, also numerous semi-low-loaders.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-295

NEW 2-wheel, 12-cwt., 600 by 16 tyres, all accessories, £22 10s. each. East 1132. 803-366

FOR sale, Two 25-ton Dollys, each fitted with eight 11.00 by 20 tyres, including 50-ft. timbers and cradles for steel carrying. Priory Garage, Bicknacre, Essex. Phone, Danbury 82. 803-335

20-TON Draw-bar FREUHAUF trailer, £100. Erwin and Co., Crismill Lane, Bearstead. Phone, Maidstone 87222. 803-390

DYSON 21-ft. 12-14-ton platform, fifth wheel pin, servo brakes, £275.
B.T.C. 17-ton 24-ft. platform, air brakes, fifth wheel pin, £600.
SCAMMELL 8-ton 21-ft. 6-in. drop-side semi-trailer, very clean, £250.
PETERBOROUGH ENGINEERING CO., 44 Eye Rd., Peterborough. Phone 6161. 803-310

TRAILER, 20-ton 16-wheeler, Ackerman steering, £295. Acorn 6911. 803-321

NEW SCAMMELL trailers for all purposes for quick delivery.
E. J. BAKER AND CO. (DORKING), LTD. Phone, Dorking 3822. 803-382

Trailers Wanted

WANTED, ex-R.A.F. balloon-filling trailer, complete with racks and nitrogen cylinders. Box CM016, care of "The Commercial Motor." 803-7224

WANTED, Pantechnicon articulated trailers, minimum 22-ft. length, 34-in. by 7-in. tyres if possible, able to carry 8 ton loads, with B.T.C. hitch if possible. Details to "Stonecrafts," Wickford, Essex. Ref. M/T Dept. 803-7075

BULK grain artic. trailer, open top, rear doors, gravity discharge, alloy construction. Vaughan, Littlewick Green, Berks. Twyford 66. 803-x5918

TRAILER UNDERCARRIAGES

DAVIES, S.A.E., fifth-wheel coupling, factory reconditioned exchange service and spares. London Rd., Ware, Herts Ware 489. zzz-612

COMPLETELY reconditioned Scammell trailer undercarriage service; exchange, immediate delivery.
SCAMMELL coupling mechanism or unit reconditioned in two hours.
WRITE or phone for illustrated brochure.
MERRIWORTH (ENGINEERING), LTD., London Rd., Stone, Dartford, Kent. Dartford 2810. zzz-635

SPARE PARTS AND SUPPLIES

A.E.C.

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-956

AUTO UNITS. A.E.C. Large stocks 7.7 pistons, liners, cylinder blocks, gearbox spares, complete diffs., 6i, 7.9 and 8i.
AUTO UNITS (EALING), LTD., Derwent Rd., London, W.5. Ealing 5108. zzz-860

VERY large stocks available A.E.C. spares, main, con.-rod bearings, timing chain, cylinder and clutch liners, gears, etc. Phone or write:—
BAKER STREET TRADING CO., LTD., 53 Brompton Rd., S.W.3. Kensington 0026. zzz-912

A.E.C. 6 x 6, all spares. T. McQueen, Townend, Doncaster, 4710. 804-7269

A.E.C. All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone 3504. zzz-991

ALBION

ALBION FT3 (new) gearboxes, £15; CX diffs., outright sale, £40; shafts, £5. Cheque with orders to Crossroads Commercials, Ltd., Gildersome, near Leeds. Phone, Morley 4144. 803-185

USED UNITS, Whittlefield, Burnley (phone 2262). Spares BYN127, 473 CX550, 557, AZ5L, 553. zzz-957

ALBION brand-new parts for KL127 model at 50% off. Leonard Beer and Co., Ltd., Southampton 25750. zzz-953

Spare Parts and Supplies (contd.)

FORD AND SLATER, LTD.,
GWENDOLEN ROAD,
LEICESTER 36117-9.

ALBION SPARES.
LARGE STORES FACILITIES AVAILABLE FOR ALBION USERS. zzz-432

AUSTIN

WHOLESALE stockists. Pryan and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. zzz-807

USED UNITS, Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-958

J. GIBBS, LTD.,
AUSTIN DISTRIBUTORS
AND MAIN PARTS STOCKISTS.
LONGBRIDGE HOUSE,
BEDFONT, FELTHAM, MIDDLESEX.
Feltham 6644 (five lines). zzz-0880

Spare Parts and Supplies (contd.)

AUSTIN AND B.M.C. SPARE PARTS.
STOCKS FOR ALL MODELS CARS AND TRUCKS.
THE CAR MART, LTD.,
LONDON DISTRIBUTORS,
WELSH HARP, EDGWARE ROAD, N.W.9.
(HENDON 6500).
AND AT
16 UXBRIDGE ROAD, EALING, W.5.
(EALING 6600).
AND
382 STREATHAM HIGH ROAD, S.W.16.
(STREATHAM 0054).
AND
163 BROMLEY ROAD, CATFORD, S.E.6.
(HITHER GREEN 6111). zzz-921

RECONDITIONED engines complete with accessories except carburetters for 6 by 4 and 4 by 2, £35 each; new cylinder blocks with pistons and bearings, £12 10s.; crankshafts, £8 10s.; pistons with rings, .030 and .060, 8s.; gearboxes, £10; 6 by 4 auxiliary gearboxes, £12 10s.; rear-axle assemblies, £32. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-710

DISMANTLING the following models: K2, 3 and 6 by 4. L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 805-7014

Spare Parts and Supplies (contd.)

C. G. NORMAN (COMMERCIAL), LTD.
OFFICIAL AUSTIN DISTRIBUTORS.
Main Spare Parts Stockists.
AUSTIN SPARE PARTS AND COMPONENTS.
50 VAUXHALL BRIDGE ROAD.
LONDON, S.W.1.
Victoria 2211. zzz-764

BEDFORD

CROSSROADS COMMERCIALS, LTD.,
1,000 EX-MINISTRY BEDFORD ENGINES.
£25 EACH.
BEDFORD GEARBOXES.
£7 10s.
BEDFORD REAR AXLES.
£25.
250 (NEW, CASED) BEDFORD, 5-TON CROWN WHEELS AND PINIONS.
£10 EACH.
State ratio required.
500 NEW 4-CYLINDER MORRIS ENGINES, £25 EACH. AUSTIN GEARBOXES, £7 10s.; REAR AXLES, £25. AUSTIN DIFF. UNITS, NEW, £15.
Cheque with order, money returned if not satisfied.
CROSSROADS COMMERCIALS, LTD.,
Gildersome, nr. Leeds. Phone, Morley 4144. 803-184

USED UNITS, Whittlefield, Burnley (phone 2262). Spares suitable for all models. zzz-959

RECONDITIONED OY rear-axle assemblies, 5-37 ratio, £30; differential assemblies, £12; gearboxes, £12; front axle assemblies, £12; OL crown wheel and pinions, £6; engines, complete with accessories, £40; axle shafts £3 10s.; radiators, £9. All prices ex-works. L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-828

JOHNSON-ROBERTS, LTD., have been supplying exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself, £24 net trade or £26 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details, write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-799

REAR springs BEDFORD 5-ton long-wheelbase model, new, £12 per pair, carriage paid. Premier Supply Co., 238E Worplesdon Rd., Guildford. zzz-884

COACHES AND COMPONENTS, LTD.,
93-94 STAMFORD HILL,
LONDON, N.16.
Stamford Hill 8444 (five lines).
BEDFORD MAIN DEALERS.
PASSENGER AND COMMERCIAL VEHICLES.

FULL range of genuine spares and exchange units—quick repairs and breakdown service. zzz-676

---

28 H.P. Bedford crankshafts, Part No. 7055851, brand new, guaranteed, £5 each, ex works. Trade invited. Keiler, 46 Laburnum Rd., Merton, S.W.19. Lib 6739. 807-7283

DEFECTIVE back axles, cracked heads, gearboxes, reconditioned as new.
ANGELL AND WILLIAMS (PECKHAM), LTD., Sumner Rd., S.E.15. Rodney 3559. 803-826

5-TON BEDFORD petrol engine, complete with gearbox, £15.
BEDFORD radiator, complete with lamps, £7 10s.
OL BEDFORD rear axle complete with springs, brake drums, half-shafts, £20.
OL BEDFORD front axle, complete with brake drums and springs, £10.
SIX Bedford wheels complete with unused, 750 by 20, 10-ply retreads, £15 each.

CHASESIDE MOTOR CO., LTD.,
620 CAMBRIDGE ROAD, ENFIELD, MIDDX.
Phone, Enfield 3456. 803-210

AUTO UNITS, 28 h.p. engines, reconditioned as new, complete with all accessories, 12-volt equipment, sealed in original government cases, no exchange unit required, £40 each, ex-works.
COMPLETE rear axles, same condition as engines, ratios 5 x 37 and 6 x 41, £35 each, ex-works.
16-SPLINE 12-hole half-shafts, overall length 35½ in., £2 18s. each, ex-works.
STEERING columns, brand new O models, £6 each, ex-works.
AUTO UNITS (EALING), LTD., Derwent Rd., Ealing, London, W.5. Ealing 5108. 803-357

CHEVROLET

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 272-274 London Rd., Wallington, Surrey. Wallington 5561-3. zzz-486

COMPREHENSIVE stocks of spares and replacement units for Canadian Chevrolet. Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton. Phone 23212. zzz-400

JAYGEE. J.G. Auto Spares Co. for all Chevrolet spares. Phone, call or write. 109-111 Fulham Palace Rd., Hammersmith, W.6. Riv 3656. 803-62

Spare Parts and Supplies (contd.)

COMMER

CROSSROADS COMMERCIALS, LTD., now breaking Commer 7-tonners, all spares. Gildersome, near Leeds. Phone, Morley 4144. 803-186

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for N and Q and QX models. zzz-960

CONTAY FOR COMMER.
ROOTES PARTS—SALES—SERVICE.
FOR IMMEDIATE REQUIREMENTS.
Phone, Waterloo 6162-3.
164A SOUTHWARK BRIDGE ROAD, LONDON, S.E.1. zzz-627

ESCOTT AND CO. (BRIXTON), LTD., 100% Commer service. Spares and exchange units. Brixton 5407-8. 53 Acre Lane, London, S.W.2. zzz-736

COMPLETE stock of new and used parts for N1-2-3, Q2, Q4, Q25, 8-cwt and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cab. R. J. Grimes, Ltd., Hadleigh Garage, Mariplt Lane, Coulsdon, Surrey. Uplands 3637. zzz-720

£20,000. New spares in stock. Rootes main dealers in Hertfordshire. W. Waters, Hatfield. Phone 2711. zzz-857

RAY POWELL, LTD.,
COMMER PARTS SERVICE,
FAIRLOP ROAD, LEYTONSTONE,
LONDON, E.11.
Phone, Ley 5533.
EASTERN AVENUE, ILFORD.
Phone, Val 0123. zzz-919

NEW Commer Q4 crankshafts, £8 10s.; cylinder blocks with pistons and main bearings, £8; connecting rods with bearings, 15s.; pistons with rings, 10s.; radiators, £8; works-reconditioned engines with accessories, £40 each; new front axles, £7 10s. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-916

SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451-2-3. Commer repairs and spares. zzz-922

CROSSLEY—WANTED

CROSSLEY 4 x 4 rear-end assemblies required for bogie trailers. Robert Dixon, Ltd., Hunsdon Aerodrome, near Ware, Herts. 805-7296

DENNIS

CROSSROADS COMMERCIALS, LTD., dismantling 10 Dennis Max, complete vehicles, all parts available. Gildersome, near Leeds. Phone, Morley 4144. 803-187

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for Lancet, Ace, Pax and Max models. zzz-961

DENNIS Max diesel spares; Dennis Pax spares, all parts available, new. Phone, Mit 6212. zzz-865

DENVER MOTORS, LTD.,
DISTRIBUTORS,
HARROW ROAD, LEYTONSTONE, E.11.
BARWICK ROAD, NEAR WARE, HERTS.
Spare parts, exchange units for all models, repairs. Breakdown service.
All classes of bodywork in our coachworks.
Phone, Maryland 3381; Much Hadham 298. zzz-0761

COACHES AND COMPONENTS, LTD.,
465-475 HOLLOWAY ROAD,
LONDON, N.7.
Archway 2647 (five lines).
THE PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

GENUINE spares and exchange units, repairs, bodywork painting. zzz-677

PERRIS AND KEARON, LTD., 180-2 Vine St., Liverpool, 7. Royal 4262-3-4. Full range of spares and service units always available; 24 hours' breakdown service. 821-6463

OLD TRAFFORD MOTOR ENG. CO., LTD.
Service units and spares for all models.
TALBOT ROAD, MANCHESTER, 16.
Phone, Trafford Park 0549. zzz-858

DISMANTLING several Dennis Max diesel lorries, all parts available. Rush Green Motors, Langley, Hitchin, Herts. Stevenage 175. 803-297

DIAMOND T

COMPREHENSIVE range of spare parts for all ex-W.D. models, petrol and diesel, many at specially reduced prices. Diamond T Motors, 414 London Rd., Isleworth. Phone, Hounslow 7153. zzz-727

Spare Parts and Supplies (contd.)

DODGE

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for 3-, 4- and 6-ton models. zzz-962

AUTOMOTIVE SERVICES, LTD.,
DISTRIBUTORS FOR DODGE.
COMPLETE spares parts service for English and Canadian models; parts dispatched by return post or passenger train; exchange engines, clutches, dynamos, starters, distributors and carburetters always in stock.
50A OVERDALE ROAD,
EALING, LONDON, W.5
Phone, Ealing 3652. zzz-823

KINGSTON ON-THAMES. Dodge distributors. Exchange units. Huge stocks petrol and diesel spares. Globe Auto Service Ltd., Vicarage Rd., Hampton Wick, Kin 6895. zzz-725

COOMBS COMMERCIALS (GUILDFORD), LTD.,
DODGE DISTRIBUTORS.
We specialize in Service Units
Unrivalled Stock
of
Genuine Dodge Spares.
LIKE THE DODGE YOU CAN DEPEND ON COOMBS.
COOMBS COMMERCIALS (GUILDFORD), LTD.,
PORTSMOUTH ROAD,
GUILDFORD.
Phone 62907 (three lines). zzz-903

C.D.S. TRADING CO., LTD., have large quantities of spares in stock for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 272-274 London Rd., Wallington, Surrey. Wallington 5561-3. zzz-487

L. A. MITCHELL (MOTORS), LTD.,
DODGE DISTRIBUTORS,
PERKINS SIGNHOLDERS.
£20,000-worth of spare parts and exchange units for DODGE trucks and Perkins diesel engines.
PROMPT DISPATCH.
IF IT'S DODGE, MITCHELL'S YOUR MAN!
1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 803-86

CROSSROADS COMMERCIALS, LTD., spares for all models. Gildersome, near Leeds. Phone, Morley 4144. 803-188

E.R.F.

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for C14, C15, C16 and OE14 models. zzz-963

THE HARITH MOTOR ENGINEERING CO., LTD. Sales, spares, service. Rugby St., Broughton Lane, Manchester, 7. Phone, Blackfriars 9664-5. zzz-707

FALCON ENGINEERING CO., LTD., Empire Works, Leeds, and Bradford Rd., Bramley, Leeds. Phone, Pudsey 2812.
YORKSHIRE distributors E.R.F. commercial vehicles, sales and service. zzz-836

DISMANTLING 4 x 2s and Steer. Justice, Langley Mill 3182, home 3625. 803-154

FODEN

USED UNITS. Whittlefield, Burnley (phone 2262). OG and DG units and spares. zzz-964

COMPREHENSIVE range of all Foden and Gardner spare parts. Gardner exchange engines in stock.
HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD. Phone Waltham Cross 2275-6-7. zzz-868

FORD

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). ET6 7V Canadian WCT/2/3/6. zzz-965

C.D.S. TRADING CO., LTD., have large quantities of spares for all types of vehicles. Overseas inquiries given special attention. Write or phone for our stock list. 272-274 London Rd., Wallington, Surrey. Wallington 5561-3. zzz-488

AUTO UNITS. New crown wheels and pinions, 6 x 43, for 4 x 4, £10 per pair.
AUTO UNITS (EALING), LTD., Derwent Rd., London, W.5 Ealing 5108. zzz-861

JAYGEE. JAYGEE. JAYGEE.
FORD spares. English and Canadian trucks, all types of engines, reconditioned to high standards, axles, differentials, gearboxes.
SEND for lists or call.
J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd., London, W.6. Riverside 3656. Cables, "Carparcel, London."
JAYGEE. JAYGEE. JAYGEE. 803-452

DISMANTLING the following models: WOT 1, 2, 3 and 6, also Canadian. L. A. Rich, Coldhams Lane, Cherry Hinton, Cambridge. Phone 87597. 805-7015

Ford Wanted

WANTED, Cab and doors for Fordson 4-6-ton, Model 7V. Offers to Chief Officer, Fire Brigade, Manchester. 803-259

Spare Parts and Supplies (contd.)

GARDNER

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Phone 64013. Gardner recommended repairers, reconditioned exchange engines, LK and LW, dynamometer tested and guaranteed; cylinder blocks, heads, crankshafts, etc. Large stock of engine spares. zzz-0958

GARDNER 5 and 6LW full reconditioned engines for exchange purposes. Complete installation on H.P. terms, subject to satisfactory proposal. CHURCH ROAD MOTORS, LTD., diesel engine specialists and main agents, Hadleigh, Essex. Phone, Hadleigh 57271 (six lines) zzz-875

GARDNER service exchange engines to manufacturers' standards, carrying six months' guarantee. 4LW, £231; 5LW, £253; 6LW, £277; 4LK, £248. DELIVERY anywhere in Great Britain or fitted day, night or week-ends to customers' convenience.

TILSLEY AND LOVATT, LTD.,
STOKE-ON-TRENT.
Phone, Stoke-on-Trent 48977 and 48954.
Day and night. zzz-950

GARDNER reconditioned dynamometer-tested service engines, 4LK and LW series, available for exchange, fitted to suit customer's convenience. GARDNER 5LW 2-bore cylinder blocks, parts No. 1/15 and 16, new, unused, ex-M.o.S., £14 10s. each. BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 803-433

G.M.C.

COMPREHENSIVE stocks of spares, parts and replacement units for G.M.C. Don Everall, Ltd., distributors, Cleveland St., Wolverhampton. Phone 23212. zzz-401

JAYGEE. JAYGEE. JAYGEE.
G.M.C. Finest stocks in England, engines, axles, gearboxes, transfer boxes, propeller shafts, trunnion bars springs, wheels, differentials, crown wheels and pinions
ALL PARTS FROM FRONT TO BACK.
WRITE TO US FOR WHAT YOU LACK.
J.G. AUTO SPARES CO., 109-111 Fulham Palace Rd., London, W.6. Riverside 3656. Cables, "Carparcol, London."
JAYGEE. JAYGEE. JAYGEE.
803-453

GUY

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). New and used spares available for Wolf, Vixen, Otter, Arab, Warrior and Invincible. zzz-966

WIGGS AND SONS, LTD., for Guy sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-933

LEYLAND

CROSSROADS COMMERCIALS, LTD. Comets now being dismantled. Exchange differentials for all Leylands. Gildersome, near Leeds. Phone, Morley 4144. 803-189

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. zzz-967

FORD AND SLATER, LTD.,
GWENDOLEN ROAD,
LEICESTER 36117-9.

LEYLAND SPARES
LARGE STORES FACILITIES AVAILABLE FOR LEYLAND USERS. zzz-433

ARLINGTON
SAME-DAY SERVICE.
COMPREHENSIVE STOCKS
DAILY COLLECTION FROM
LEYLAND MOTORS, LTD.
SAVE TIME AND EXPENSE.
USE OUR CENTRAL LONDON PARTS DEPOT.
25-27 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Phone, Vic 6033-4-5.

ARLINGTON MOTOR CO., LTD.,
ALSO AT PONDERS END, ENFIELD; SUDBURY, SUFFOLK; CARDIFF AND WALTHAM CROSS, HERTS. zzz-6888

LEYLAND. All spares in stock (new) Mk. II, Hippo and IB models. Also some civilian models. Diffs. 8.6 ratio, new. Martindale, Chorley. Phone 3504. zzz-992

MACK

MACK TRUCKS (BRITAIN), LTD., sole agents for the Mack International Motor Corporation, New York, can now offer spares for most models of Mack trucks. Inquiries write to 62 North St., Barking, Essex. 803-481

MAUDSLAY

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). Most units and spares, passenger and commercial. zzz-968

DISMANTLING Maudslay 4 x 2 and 8 x 4. Justice, Langley Mill 3182, home 3625. 803-155

CROSSROADS COMMERCIALS, LTD. Exchange differentials £65. Gildersome, near Leeds. Phone, Morley 4144. 803-190

Spare Parts and Supplies (contd.)

COMPREHENSIVE stock of spares and exchange units. Cromard line stockists. Fully equipped diesel workshop with a good stock of C.A.V. and Simms spares and exchange units.
TOWER BRIDGE GARAGE (ENGINEERING), LTD., 178a Tower Bridge Rd., London, S.E.1. Phone, Hop 0461-2, 3228. zzz-924

MEADOWS

WIGGS AND SONS, LTD., invite you to save by converting to Meadows diesel. We are the conversion distributors for London and Home Counties. This reliable, economical and well-proved engine is suitable for fitting to most makes of vehicle. All Meadows 4DC330 engine spares available from stock. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-934

MORRIS AND MORRIS-COMMERCIAL

CROSSROADS COMMERCIALS, LTD.,
LARGEST STOCKISTS OF USED COMMERCIAL SPARES. OFFER BRAND-NEW
4-CYLINDER 24.8 H.P.
MORRIS-COMMERCIAL ENGINES.
Ex-Ministry, cheap, complete with dynamo, starter, carburetter, clutch, etc., at the ridiculous price of £25 EACH.
Cheque with order. Limited number.
Money returned if not satisfied.
OPEN SATURDAY AND SUNDAY.
CROSSROADS COMMERCIALS, LTD.,
GILDERSOME, NEAR LEEDS.
Phone, Morley 4144, 5 and 6. 803-183

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All models. zzz-969

MORRIS COMMERCIAL SERVICE PARTS.
MOST COMPREHENSIVE STOCKS IN THE LONDON AREA.
STEWART AND ARDERN, LTD.,
MORRIS HOUSE,
THE VALE, ACTON, W.3.
Shepherd's Bush 3130.
AND AT
MORRIS HOUSE, 200 BROMLEY ROAD, S.E.6.
Hither Green 4482.
MORRIS HOUSE, 543 HIGH ROAD, ILFORD
Ilford 2225.
MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.15.
Stamford Hill 1234. zzz-952

RECONDITIONED Morris-Commercial 4-cylinder 24.8 h.p. side-valve engines complete with accessories, £25. 6-cylinder 25 h.p. ditto, £25. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-731

OIL-ENGINED SPARES

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All makes of oil-engined spares. zzz-970

PERKINS

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). All spares available. zzz-971

HALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders to:—
HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-838

COACHES AND COMPONENTS, LTD.,
465-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

AS official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. zzz-675

WIGGS AND SONS, LTD., official signholders, sales, spares and service, new and exchange engines, conversions expertly carried out. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-935

P6 Heads part-exchange service. (Your old cracked scrap head accepted.) All valve seats built up and precision ground to standard (not inserts), new guides fitted, surface ground, pressure tested, guaranteed. Greatly reduced price against new.
ANGELL AND WILLIAMS (PECKHAM), LTD., Sumner Rd., S.E.15. Rodney 3559. zzz-939

ROWE HILLMASTER

WIGGS AND SONS, LTD., sole distributors for this Meadows-engined vehicle. For sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-936

SCAMMELL

USED UNITS, LTD., Whittlefield, Burnley (phone 2262). Spares for 8- and 6-wheelers, also MH3 and H.M. zzz-972

Spare Parts and Supplies (contd.)

SEDDON

USED UNITS, Whittlefield, Burnley (phone 2262). Most spares available. zzz-973
BRENTWOOD ENGINEERING CO., LTD., distributors for Essex. Phone, Brentwood 3320. zzz-778

HALLS (FINCHLEY), LTD., SEDDON distributors, have the most comprehensive range of Seddon and Perkins spares in London and the Home Counties. Phone, write or call for orders to:—
HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-837

DISMANTLING several Seddons, all parts available.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-305
CROSSROADS COMMERCIALS, LTD. Spares for all models, including complete differentials, £25; half-shafts, £3 10s. Gildersome, near Leeds. Phone, Morley 4144. 803-191

SENTINEL

USED UNITS, Whittlefield, Burnley (phone 2262). Most spares available. zzz-974
WIGGS AND SONS, LTD., for Sentinel sales, spares and service. All diesel types and models. 179a Peckham Park Rd., S.E.15. New Cross 1241 (10 lines). zzz-93

THORNYCROFT

USED UNITS, Whittlefield, Burnley (phone 2262). Units and spares for Sturdy and Trusty, etc. zzz-975
NR6 Diesel engine, front and rear axles, etc., for Amazon-class Thornycroft-Coles cranes. Longton Transport Equipment Co., Ltd., Longton, Stoke-on-Trent. Phone 33231. 805-7280

Thornycroft Wanted

WANTED. Exhauster for Thornycroft NR6 diesel engine. Harold Potter and Co., Ltd., Daleside Rd., Nottingham. Phone 82171. 804-333

VULCAN

USED UNITS, Whittlefield, Burnley (phone 2262). Spares for 5VF, 6VF and 6PF models. zzz-976

FORD AND SLATER, LTD.,
LARGE AND COMPREHENSIVE STOCK OF SPARES AND SERVICE UNITS FOR R6VF, 6PF AND 7GF MODELS.
GWENDOLEN ROAD,
LEICESTER 36117. zzz-582

WIGGS AND SONS, LTD., for Vulcan sales, spares and service. Service units, exchange engines, etc. 179a Peckham Park Rd., S.E.15. Phone, New Cross 1241 (10 lines). zzz-938
HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins spares service. Exchange engines and units from stock. High Cross Rd., Tottenham, N.17. Phone, Tot 4317 815-728c

UNCLASSIFIED

USED UNITS, Whittlefield, Burnley (phone 2262). Engines, gearboxes, axles, springs, wheels, most makes. zzz-977
SPARES available for diesel- and petrol-engined vehicles; also large quantities of spares for W.D. vehicles. C. Morgan and Son, Waltham Chase, Southampton. Phone, Bishops' Waltham 133. zzz-895
SPARE parts for all commercial vehicles, diesel or petrol. T. and F. Motors, Ltd., 2a Pooles Park, London, N.4. Phone, Archway 4582. zzz-813
BURTS MOTORS have engines, axles, gearboxes and differentials for most ex-W.D. vehicles.
BURTS MOTORS have huge stocks of second-hand engines, gearboxes, rear axles and other parts of all makes of commercial vehicles, including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studebaker, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. Liberty 2661 and 4723. zzz-941

LAMMAS MOTORS.
COMMERCIAL motor specialists have a large stock of spare parts of every description.
LAMMAS MOTORS (REGD.), of 63 Garratt Lane, S.W.18. Phone, Vandyke 3909, 2955. zzz-954

CHEAP for quick sale, six timber 8-cu.-yd. 12-ft. tipping bodies, six timber 8½-cu.-yd. 11-ft. tipping bodies, six Pilot tipping gears ex Fodens with tanks, thrust beams, etc., three with P.T.O. pump assemblies, two Edbro tipping gears, complete with tanks, thrust beams, P.T.O., etc., also two Homalloy 8-cu.-yd. 12-ft. tipping bodies, £120 each.
APPLY: Hoveringham Gravel Co., Hoveringham, Nottingham. (Lowdham 3171.) 807-7276

VULCANS, Maudslays, Bedfords, Commer Q4s, Austins, Morris Commercials and Leyland Lynx being dismantled for spares. Let us have your inquiries.
MEADWAY SPARES, Bordersley Green Rd., Birmingham, 9. Victoria 4933. 803-38

DISMANTLING A.E.C., Foden, E.R.F., Maudslay, Dennis Max and Jubilant, Thornycroft TR6 8-wheeler, Trident and Sturdy, Leyland, Albion, Seddon, Thames ET6 and most other makes. Let us quote you.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 803-298

Spare Parts and Supplies (contd.)

CHARLES COPPOCK, LTD.,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.

ENGINES for disposal: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre, A.E.C. 8.8-litre; Leyland PS1 7.4-litre.

A Large quantity of chassis units and spares for most makes of chassis.

PHONE, SALE 5633.
GRAMS. "BUSUNITS." 803-421

METAL galvanized pallets, 4 ft. by 3½ ft. by 6 in. £3 each. Woodcocks Transport, Park Garage, Hesken, nr. Chorley. Eccleston 263. 803-491

A.E.C., Perkins, Dodge, operators. We carry comprehensive stocks of spares and vehicles. PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 433 Handsworth Rd. Sheffield, 18. Phone, day, Woodhouse 2541; night, Woodhouse 2363 and Sheffield 42260. 803-395

Spare Parts Unclassified Wanted

WANTED, a quantity of wooden pallets.

VICTORIA COACHES, 1159 London Rd., Leigh-on-Sea 74456. 803-492

EX-W.D. SPARES

A NAME WORTH KNOWING.
CUNDEY AND STEWART, LTD.,
ALFRETON, DERBYSHIRE.
Phone, Leabrooks 477.

THE EX-W.D.
DEALERS AND DISMANTLERS.
4 BY 4 SPECIALISTS: 6 BY 6 VEHICLES. SPARES. TYRES. zzz-793

USED UNITS, Whittlefield, Burnley (phone 2262). Most parts available. zzz-978

AUTO UNITS (EALING), LTD. We have large stocks of spares for most U.S.A. commercial vehicles.
AUTO UNITS (EALING), LTD., Derwent Rd., Ealing, W.5. Ealing 5108. zzz-0710

AXLES (FRONT AND REAR)

USED UNITS, Whittlefield, Burnley (phone 2262). For axles of all makes and types. zzz-979

J.G. AUTO SPARES CO. New and second-hand Eaton 2-speed axles, Dodge, Ford. Large stocks of G.M.C., Chevrolet, Ford and other axle parts. WRITE, call, 109-111 Fulham Palace Rd., London, W.6. Phone, Riverside 3656 zzz-613

REAR axles available for A.E.C. Matador, Austin 8 by 4, Austin K5, Bedford QL, Leyland Retriever, also B.M.C. differential units.
C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishops' Waltham 133. zzz-753

BALL BEARINGS

BALL and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. Renown 6174 (ex. 24). 803-451

BODIES AND COACHWORK

G. C. SMITH (COACHWORKS), Long Whatton, Loughborough, Leics. Specialists in composite and all-metal bodywork. Phone, Hathern 291-2. zzz-671

GOOD-CLASS workmanship on all types of new bodies, repairs and paintwork. Phone, Ley 1927. Laurie (Bodies), Ltd., London, E.11. 810-6822

CLEMENT BUTLER AND CROSS, LTD., for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford. Ealing 4511-4512. zzz-885

FROM STOCK
REPLACEMENT TIPPING BODIES
IN WOOD OR STEEL FOR ALL POPULAR CHASSIS.
SPECIALS TO ORDER.
WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD,
TIVIDALE, TIPTON.
Tip 2721-2 zzz-946

TWO 16-ft. by 7-ft. platforms, new and surplus to requirements to clear at £30 each.
ALL alloy lift container van body, 16 ft. by 7 ft. 4 in. by 7 ft., new and unused, surplus to requirements. Drop on your platform and away same day. Much under present price, £450. Thomas Allsop, Ltd., Peniston Rd. North, Sheffield, 6. Phone 343985. 803-262

THREE nearly-new platform bodies, 16 ft. by 7 ft., taken from 7-ton 144 model Dodge, £45 each loaded on your transport. Church Road Motors, Hadleigh, Essex. Phone 57271. 803-458

Bodies Wanted

FORD ET6 5-ton long-wheelbase drop-side body wanted, must be in good condition. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-928

WANTED, lift container, suitable for furniture removals, to fit on Bedford 5-tonner, state measurements and price. Osborne, 1 Gregg House Rd., Sheffield, 5. 803-x5590

Spare Parts and Supplies (contd.)

BRAKE LININGS

BRAKE linings, 15 in. by 4 in. by ⅝ in., 5s. per piece; 13½ in. by 2½ in. by ⅜ in., 3s. per piece. L. W. Vase, Ltd., Ampthill, Bedford. zzz-872

BRAKE linings: DG Foden 16 in. x 6 in. x 9/16, and 16 in. x 3½ in. x 9/16 in., very cheap, 17 in. x 3½ in. by 7/16 in., 1a. 6d. each, sample pair 6s. Cropper, 2 Breeze Hill, Liverpool, 9. 804-xA5756

BREAKDOWN SERVICE

LONDON. Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. zzz-629

PRAILLS (HEREFORD), LTD., Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4221 (six lines). zzz-949

LONDON and Herts heavy breakdown ambulances and salvage equipment service. Donver Motors, Ltd., Leytonstone. Maryland 3381; Much Hadham 298. zzz-620

SOUTH MIDLANDS. The London Road Garage, heavy breakdown service Phone, Stony Stratford 2114. 805-6028

24 Hours' recovery service, six heavy breakdown vehicles available; skilled operating staff. Heavy commercials our speciality; also coaches.
DENNISS GARAGE, LTD., Wisbech. Phone, Wisbech 745. zzz-0766

BRISTOL and Weston-super-Mare.
HEAVIEST breakdown equipment in the West of England; 24-hour service for all types of recovery work. A.C.V. official repairers and authorized dealers. Foden repairs and spares service. Diesel specialists. Phone, day and night, Bristol 77667; and Weston-super-Mare 3521.
ALMA GARAGES (BRISTOL), LTD., 74 Feeder Rd., Bristol, 2; and 170 Locking Rd., Weston-super-Mare. zzz-693

SURREY, Hants. Very heavy recovery equipment and mobile cranes for hire; 24-hour service.
D. H. MORGAN (ENGINEERS), Wrecclesham. Phone, Farnham 4143. zzz-779

DAY and night service—Brixton 6431. Spares also obtainable at night. Sunday breakdown emergency—Brixton 6434. Aulards Motors, Ltd., Ford Main Dealers, 33 Acre Lane, S.W.2. 805-885

MIDLANDS 24-hour extra-heavy breakdown service, Scammell 6-wheel-drive with all accessories.
SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham. Deer Park 221; night, Beechdale 269. 803-114

CHAMOIS LEATHER

GUARANTEED hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 9d. (minimum order six); one kip (30), less 5%. County Chamois Co., Ltd., Rocky Lane, Aston, Birmingham. zzz-888

CHASSIS AND CABS

USED UNITS, Whittlefield, Burnley (phone 2262). Goods chassis and cabs available. zzz-980

NEW Vulcan cabs in stock. T. Brown, Home Gardens, Dartford. Phone 3042-3. zzz-735

REBUILT cabs to fit Leyland and Atkinson, E.R.F., etc.
R. LITTLE, Gillibrant St., Walton-le-Dale, Preston, Lancs. Phone, Preston 56772. zzz-914

E.R.F. Cabs, all models, 1936-53 available from stock.
FODEN V-fronted cabs, available from stock.
MAUDSLAY cabs, available ex-stock.
SCAMMELL cabs, delivery 7 days.
ALL our cabs produced from solid English ash framing throughout, 18-gauge steel panelling at rear, safety glass throughout, etc., full specification and illustrations on request.
E. WIGGLESWORTH AND CO. (STANNINGLEY), LTD., Bradford Rd., Stanningley, near Leeds. Phone, Pudsey 3475. 803-178

COACH HEADRESTS

TAILOR-MADE linen and plastic coach seat headrests. Individual letters and monograms to your exact requirements. Write for patterns and prices to Sydney W. Widdowson, 28, Station Rd., Beeston, Nottingham. Phone, Beeston 25-6118 zzz-873

CRANES AND WINCHES

USED UNITS, Whittlefield, Burnley (phone 2262). Vast quantities of new Coles crane spares available from stock, cheap. Write for lists. zzz-981

AUTO UNITS. Coles cranes. Large quantity heavy-duty Radicon reducers, suitable for 5-ton Mk. V, £15 each, ex-works.
AUTO UNITS (EALING), LTD., Derwent Rd., London, W.5. Ealing 5108. zzz-901

LARGE Garwood winches and spares for same. Brooklyn Engineering, 187 Hursley Rd., Chandlers Ford, Hants. Chandlers Ford 2281 zzz-913

CRANES, new portable garage cranes, 35-cwt. capacity, adjustable jib, made by Gibsons, Birmingham, jib height 8 ft. 6 in. to 10 ft. 6 in., £40 each. Special price for quantity.
R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, near Doncaster. Phone, Finningley 203-204. 803-208

MORRIS versatile crane, 17-ft. 6-in. jib, lifting capacity 1 ton. Crossroads Commercials, Ltd., Gildersome, near Leeds. Phone, Morley 4144. 803-192

SEVEN 5-ton power winches as removed from Austin 6-wheelers, £12 10s. each. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623; evenings, 3000. 803-133

COLES crane, 5-ton, on Coles utility chassis, solid tyres, reconditioned, £600.
BURNASTON ENGINEERING CO., LTD., Burnaston, Derbys. Phone, Etwall 451. 805-7292

Cranes and Winches Wanted

WANTED, second-hand 6-ton double-jib H.F. crane or similar, in good working order for heavy recovery.
A. W. RUGGLES AND SONS, LTD., Causeway Garage, Maldon, Essex. Maldon 171 and 338. 803-401

Spare Parts and Supplies (contd.)

CUSHIONS AND SEATS

CAR seats. Special, foam rubber, comprehensive range available to order specifically luxury types for current Anglia, Prefect, Consul, Zephyr, Zodiac, Hillman saloons, Austin A95, 105 saloons.
SEAT conversions, at works only, most type seats with Restall or Reutter controls, as appropriate.
SEATS, vans to estate car conversions. Austin A35, Commer Cob, complete sets to fit.
SEATS, van rear, passenger, floor top, Austin A55, A40; Thames 5-7 cwt.; Morris 5-7-10 cwt.; Commer 8 cwt.; Standard 6-10 cwt.; Bedford 10-12 cwt., etc.
SEAT, cab front bench, Austin A55; Thames 5-7-cwt.; Commer Cob, 1958; Commer 8 cwt.; Bedford 10-12 cwt.
SEATS, cab, single. Comprehensive Austin, Morris; Rootes; Thames ranges.
QUALITY with speed from:—
RESTALL BROS., LTD., 31-33 Floodgate St., Birmingham, 5. Phone, Vic 1693, 4440. zzz-833

DIESEL CYLINDER HEADS

REPAIRED by electro-deposition at 60 degrees F.; tensile strength greater than original; process as approved A.A and R.A.C. Electrobond, London, N.17. Bowes Park 9691. zzz-777

DIESEL FUEL PUMPS AND INJECTORS

USED UNITS, Whittlefield, Burnley (phone 2262). Most makes and types available. zzz-982

25 New CAV injector pumps, 6-cylinder BPE 6B, £20 each. A. R. Lewis, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 803-101

DIFFERENTIALS

CROSSROADS COMMERCIALS, LTD., exchange service for A.E.C., Albion, E.R.F., Foden, Leyland, Maudslay, Gildersome, nr. Leeds. Phone, Morley 4144. 803-193

USED UNITS, Whittlefield, Burnley (phone 2262). Most makes and models available. zzz-983

A.E.C., E.R.F., Foden, Maudslay, Leyland and others, all models and pairs. 1939-55. Langley Mill 2623, Notts. 803-126

RUSH GREEN MOTORS
HAVE differentials for most commercial vehicles, hundreds in stock and most other spares as well.
LANGLEY, Hitchin, Herts. Phone, Stevenage 175. 803-299

DYNAMOS, STARTERS AND GENERATORS

USED UNITS, Whittlefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. zzz-984

100 Simms 24-volt Arial starters, reconditioned, suitable A.E.C., Gardner, etc., £15 each. A. R. Lewis, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 803-102

£15. Reconditioned 24-volt starters, A.E.C., Leyland, Gardner. P.V.T., 1a Seagrave Rd., Fulham 8241. 803-362

ENGINES (Oil and Petrol)

USED UNITS, Whittlefield, Burnley (phone 2262). Replacement and/or engine conversion. zzz-985

RECONDITIONED Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. zzz-963

V8 Fordson 30 h.p. engine c/w, clutch, all accessories. M.o.s. reconditioned C. and S. bench tested, £40 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-894

RECONDITIONED engines for outright sale, complete with starter, dynamo, carburetter, distributor, clutch, etc.
MORRIS-COMMERCIAL 4-cylinder, 24.8 h.p., £27 10s.
MORRIS-COMMERCIAL 6-cylinder 25 h.p., £27 10s.
BEDFORD 28 h.p., £45.
AUSTIN 3½-litre o.h.v., £40.
J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone 354. zzz-859

A.E.C. 7.7 DIESELS.
WE CAN OFFER A QUANTITY OF ENGINE UNITS. EX-M.o.s., WORKS RECONDITIONED THROUGHOUT. WITH ALL ACCESSORIES, IN EXPORT PACKING AT £200 EACH.
SWORDER (MOTORS),
LANE END, HIGH WYCOMBE, BUCKS.
Phone, Lane End 234. 808-7255

A.E.C. 198, A.E.C. 7.7 (civilian), Meadows 4-cylinder (all good condition). T. McQueen, Townend. Doncaster 4710. 804-7270

GARDNER service exchange engines to manufacturers standards carrying six months' guarantee.
4LW, £231; 5LW, £253; 6LW, £277; 4LK, £248.
DELIVERY anywhere in Great Britain or fitted day, night or week-ends to customers' convenience.
TILSLEY AND LOVATT, LTD.,
STOKE-ON-TRENT.
Phone, Stoke-on-Trent 48977 and 48954.
Day and night. zzz-951

LEYLAND 8.6 diesel engines, complete with pump, dynamo and starter, from £30 each.
LEYLAND 7.4 diesel engines, complete and with gearboxes.
MILLBURN MOTORS (PRESTON), LTD., Walmer Bridge, Longton, Preston. 803-30

BEDFORD 28 h.p. engine assemblies, complete all parts, ex M.o.S., cased, £10 each, ex works.
MEADWAY SPARES, Bordersley Green Rd., Birmingham, 9. Victoria 4933. 803-37

Spare Parts and Supplies (contd.)

NORTHS (P.V.), LEEDS.
OFFER:—

LEYLAND Comet engine complete with gearboxes, £175.

PERKINS P6 with Bedford and Commer conversions, £120.

GARDNER 4LW, 5LW, 6LW from £75.

LEYLAND 7.4 complete with gearbox, £140.

A.E.C. 7.7, 8.8 from £75.

NORTHS (P.V.), LTD.,
PONTEFRACT ROAD,
LEEDS, 10.
Phone, Leeds 76809. 803-205

---

100 Albion reconditioned E.N.280 FT3 6-cylinder petrol, all accessories, £25 each. Collected. ex-M.o.S., cased.

50 Austin 3½-litre, small mileage, all accessories, £12 10s. each.

THREE A.E.C. Matador petrol engines, reconditioned, all accessories, £35 each.

A. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 803-99

EIGHT A.E.C. Matador 7.7 diesel, ex-M.o.S., small mileage, £70 each, cased.

A. R. LEWIS, 74 New Summer St., Birmingham, 19. Phone, Aston Cross 1943; after 6 p.m., Harborne 3935. 803-100

PERKINS P6 fitted with Dodge conversion set and gearbox, in perfect order, £110. Leyland 7.4 engine, complete and in good order, £50. A.E.C. 7.7 engine, complete and in very good order, this engine is a 202 model and will fit a David Brown gearbox, £90. Dixon, Ransome Rd., Northampton. Phone 5850. 805-7303

4LW 5LW and 6LW engines complete and removed from vehicles. 9 Newthorpe Common, East-wood, Notts. Phone, Langley Mill 2623; evenings 3000. 803-129

GARDNERS
DYNAMOMETER TESTED
SERVICE, EXCHANGE
OR YOUR OWN ENGINE OVERHAULED, YOU MAY PERSONALLY SEE YOUR OWN ENGINE TESTED BEFORE YOU ACCEPT DELIVERY.

SCOTTS OF NOTTINGHAM, LTD.,
LAMBOURNE DRIVE, NOTTINGHAM.
Phone, Deer Park 221-2. 803-113

ONE Sentinel 4-cylinder DI engine, complete with accessories, new 1955, £150. Sellers and Batty (Sales), Ltd., Fengate, Peterborough. Peterborough 4048 and Midgate 320. 803-116

A.E.C. 8.8, in perfect order, £50.

6LW Gardner, 5-speed gearbox, starter and dynamo, at £140.

5LW Gardner, starter, dynamo, 5-speed gearbox in first-class condition, £100 each; any engine taken in part-exchange.

BAYLIS, Timberham Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 804-7307

PARRS OF LEICESTER.
GARDNER OFFICIAL SERVICE AGENTS AND SPARES STOCKISTS.
RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES.
EXCHANGE HEADS, PUMPS, SPRAYERS.
CRANK GRINDING, SLEEVING, WELDING.
ABBEY LANE, LEICESTER.
PHONE 61511. 803-973

GARDNER 4LK, ex-E.R.F., in good running order, complete, £70.

GARDNER 5LWs, in good running order, £100 each complete.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury near Birmingham. Phone, Broadwell 1840. 803-157

4LW 9.6 A.E.C., can be heard running. Unit construction type, complete, £65; also Langley Mill 3182, Home 3625. 803-151

PERKINS P6 engine and 5-speed gearbox, in Bedford chassis, £125. Pirbright Garage, Pirbright Rd., South-fields, S.W.18. Vandyke 6188. 803-373

RECONDITIONED engines in original packing cases complete with all accessories Bedford 28 h.p., £40. Morris 4-cylinder 24.8 h.p., £25. Morris 6-cylinder o.h.v., 28.8 h.p., £50. Jeep Ford and Willys, £40. L. Jackson, 18 Church St., Owston Ferry, Doncaster. 805-7317

LEYLAND diesel engine, 8.6 litres, underfloor model, Type E.125, good running order, £160. Faukners (Transport), Ltd., Wallington, Fareham, Hants. Fareham 4234-5. 803-270

6LW Gardner oil engines, complete with gearbox, £165. Kerbey Motors, New Southend Arterial Rd., Hornchurch Hornchurch 42776. 803-273

PERKINS P6, fitted in Commer Q4 coach, can be heard running, complete, £125.

E. J. BAKER AND CO. (DORKING), LTD., Farnham, Surrey. Phone, Farnham 4626. 803-223

4-D Conversion kit for A-type Bedford, used for only 5,000 miles, £250.

GORDON KING MOTORS, LTD., Mitcham Lane, S.W.16. Streatham 3133-4. 803-257

ALBION EN242 with gearbox, £75 each. Also Gardner 5LW with Albion gearbox, £80 each.

G. H. GROVES AND SON, LTD., Windsor Avenue, London, S.W.19. Phone, Liberty 3476. 803-337

GARDNER 6LW and 4LW reconditioned engines for sale, £300 and £160 respectively. Cropper, 2 Breeze Hill, Liverpool, 9. 804-zB5756

TWO A.E.C. Type A190 engines, complete with starter, dynamo and clutches, reconditioned, ex M.o.S., in cases, £250 each.

BEECH'S GARAGE (HANLEY), LTD., Hope St., Hanley, Stoke-on-Trent 25249 and 25240. 803-431

Spare Parts and Supplies (contd.)

PERKINS P6 engine, complete with gearbox, from £125 each. Can be seen running.

H. F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 803-406

ENGINE COVERS

ENGINE covers forward drive in heavy black Vynide, quilted, padded, anti-noise for B.M.C. range, etc.

RESTALL BROS., LTD., 31-33 Floodgate St., Birming-ham, 5. Phone, Vic 1693, 4440. zzz-832

ENGINE RECONDITIONING

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD. Diesel- and petrol-engine reconditioning service, conversions from petrol to diesel for all types of heavy vehicles, fuel injector pumps reconditioned or recalibrated, exchange injector service. Collection and delivery, London, Herts and Essex. Phone, Waltham Cross 2275-6-7. zzz-869

JOHNSON-ROBERTS, LTD. Specialists in crankshaft regrinding, cylinder boring, sleeving and valve-seat inserting, connecting-rods remetalled and machined, main bearings, line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. Short motors a speciality; also complete engines of some popular types. Stockists of Hepolite pistons, liners, Cord and Duaflex rings, Glacier bearings and Vandervell bearings, valve guides, small-end bushes, etc., rebores and trade discounts allowed; exchange service of ground crankshafts with bearings. Write or phone London's oldest-established concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-798

BRISTOL MOTOR CO., LTD., Ashton Gate, Bristol, 3. Diesel and petrol-engine reconditioning service. Largest-size engines handled. Complete engines or sub-assemblies. B.H.P. testing, fuel pumps and injectors ser-viced on premises. Crankshaft grinding, line boring, metal spraying, etc. Collection and delivery large area West Country Phone, Bristol 64013. zzz-059a

GARAGE EQUIPMENT

BRADBURY brake drum grinding machine, Snow 120 surface grinder, Hall eccentric valve seat grinders, con.-rod boring machines, con.-rod aligners, etc. Alfred Alderson and Co., Bradford Rd., Stanningley, Leeds, Pudsey 4222. 803-7204

12-24-volt portable fast charger, requires repair, £35.

PETERBOROUGH ENGINEERING CO., 44 Eye Rd., Peterborough. Phone 6161. 803-311

Garage Equipment Wanted

WEAVER steam cleaner wanted, must be in good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich. Phone 0778. 803-174

GEARBOXES

USED UNITS, Whittlefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. zzz-986

CROSSROADS COMMERCIALS, LTD. Exchange service for David Brown, 4- and 5-speed Vulcan, A.E.C., Leyland, Dennis, Gildersome, near Leeds. Phone, Morley 4144. 803-194

DAVID BROWN 045 and 557, and Dennis 5-speed gearbox, cheap. Justice, Langley Mill 3182. Home 3625. 803-150

DAVID BROWN 055-2, Moss ex-Seddon, also A.E.C. 7.7 boxes. Langley Mill 2623, Notts. 803-127

GLASSFIBRE

GLASSFIBRE mouldings, consult Payne, Ltd., 6-10 Priory Mews, S.W.8. Macauley 7687. 806-7289

LIFT-OFF CONTAINERS

AVAILABLE from stock, various lift-off container bodies.

RCE ENGINEERING CO., LTD., 27 Coldharbour Lane, S.E.5. Brixton 2233. zzz-876

LORRY ROPES

EX-GOVERNMENT unused 90-ft. coils, 1¼-in. circum-ference, 15s. 6d., post paid, 150s. dozen; 2-in., 25s. Ruralcraft, Woodley, Reading. zzz-637

MACHINERY, TOOLS AND PLANT

MOBILE work benches as supplied Air Ministry. J. Campbell Park, Childwall Valley Rd., Liverpool. zzz-876

MUDGUARDS

USED UNITS, Whittlefield, Burnley (phone 2262). Steel mudguards, most sizes, single and twins, also tandems. zzz-987

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8 singles or twin, latest pattern; immediate delivery. Woodfield and Turner, Ltd., Nairne St., Burnley. Phone 3065. zzz-722

PETROL DYE

APEX dyes eliminate pilfering, safe, certain and inex-pensive. Write with confidence to Apex Chemicals, 36-38 New Broad St., London, E.C.2. zzz-646

PETROL AND OIL PUMPS

RECONDITIONED hand-operated and electric petrol pumps, complete installations, including tanks and fittings. Limiting devices for electric pumps. Midland Oil and Equipment Co., Prebend St., Leicester. Phone 59520. zzz-746

FOUR Avery Hardell electric petrol pumps, excellent condition, cheap.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 803-392

PLATING

HEADLAMP reflectors replated in pure silver, amazing brilliance, returned on day received, 6s. each, P. and P. 1s. 6d. each; cork seals, 6d. each; new sealed beam units, 13s. 6d. each inclusive of P. and P. Send P.Q. R. Packer, 169 Hotwell Rd., Bristol, 8. zzz-877

RADIATORS

USED UNITS, Whittlefield, Burnley (phone 2262). Serviceable, used radiators, suitable most makes of commercial vehicles. zzz-988

NEW radiators in stock: Leyland, A.E.C., Foden, Austin, Bedford, etc. Martindale, Chorley. Phone 3504. zzz-993

REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retempering and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4. zzz-730

Spare Parts and Supplies (contd.)

ROAD AND STORAGE TANKS

BRIDGE MOTORS (COMMERCIAL), LTD., Station Garage, Botley, Southampton. Phone, Botley 2347. SPECIAL Offer:—

TANKS—1,800, 1,300, 1,200 single compartment, lagged, stainless steel; 3,600, 1,200, 1,000 spirit tanks. Various others.

TANKERS—Spirit. 1951 Bedford 1,200 exceptionally clean. 1949 Austin, 1,500, aluminium. 1950 Austin, 1,000. zzz-920

3,600 Gallon storage tank, six compartments, also suitable for vehicle, £175 or near offer. Phone, Oxford 3873. 14 Crotch Crescent, Marston, Oxford. 803-x5708

NEW Bedford petrol tanks, Model OXY, delivered 100 miles radius free, £2 10s. each. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 6258. 803-236

ROAD SPRINGS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8902-3. Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 810-6810

USED UNITS, Whittlefield, Burnley (phone 2262). Springs suitable for all makes and types of commer-cial vehicles. zzz-989

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. zzz-859

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503 zzz-610

ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. zzz-694

SAFETY GLASS

TRIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. See Windscreens. zzz-618

TRIPLEX supplied and fitted while you wait. 490 Neasden Lane, N.W.10. Dollis Hill 7222. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2993. D. W. Price and Sons, Ltd. zzz-994

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in com-mercial units reconditioned or supplied. 16a Osten Mews, S.W.7. Fremantle 9323. zzz-472

SIGNS AND SIGNWRITING

ATTRACTIVE detachable van signs. Giles. The Sign People, 79 Gipsy Lane, Wokingham 341. 805-7288

SILENCERS

SERVAIS straight-through silencers to fit all petrol and diesel commercial vehicles; increase power and save fuel. Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 0023 (three lines). 803-802

SPEEDOMETERS AND MILEAGE RECORDERS

REPAIRS and rebuilt exchange speedometers. All types of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. zzz-661

SPEEDOMETER SUPPLY CO., LTD. Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-764

TARPAULINS

"STORMTITE" lorry covers. "The Tilt for the Job." For details please write or phone the manufacturers, Firmin and Co., Ltd., Handford Works, Ipswich. Phone 2194. (Representative will call if desired.) zzz-793

SATISITE-PROOFED tarpaulins give absolute protec-tion, green cotton, toped or eyeletted; price on application; no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancelot's Hey, Liverpool. zzz-945

TIME RECORDERS

SERVIS recorders register automatically the exact running and standing times of vehicles.

EVERY minute of every journey is accounted for clearly on a simple, tamper-proof chart.

REDUCTION of running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

IT is a good idea to write for descriptive literature to:—

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. zzz-797

RECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. Phone, Oxford 78116-7. zzz-877

TIPPING GEARS

EDBRO B AND E TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 5210. London Depot, 264 Gold-hawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7833. zzz-0837

SPENBOROUGH tippers, power hydraulic, handscrew, end/or 3-way. We manufacture the most comprehen-sive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-858

PILOT tipping-gear spares. Full range of parts always in stock at:—

D.B.S. COACHWORKS, LTD., 24a St. Marks Rd., North Kensington, London, W.10. Phone, Ladbroke 0493, 1768. zzz-692

Spare Parts and Supplies (contd.)

SPARE PARTS AND SERVICE UNITS FOR ALL MAKES OF

HYDRAULIC TIPPING GEARS.
NEW TIPPING GEARS FROM STOCK.
WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD,
TIVIDALE, TIPTON.
Tip 2721-2. zzz-947

MILLSHAW TIPPING GEAR CO. Hydraulic and screw gears, all types of power take-off units, all models. Birch Lane, Bradford. Phone 32771-2.

MILLSHAW tipping gears. Inquiries to Birch Lane, Bradford. 803-808

WESTON tipping gear.

MAIN agents, London, Home and Southern Counties. Full service facilities and large stock of replacement units and spares.

QUOTATIONS for complete rebuilds, including steel bodies, 3 to 7 cu. yd.

CONSULT us on all tipping-gear problems.

SOUTHERN ENGINEERING CO. (WIMBLEDON), 11 Victoria Crescent, S.W.19. Phone, Liberty 2497-8. 803-641

VARIOUS gears available. Bonillo and Edwards.

STEVENS, 163 Chase Cross Rd., Romford (46942), Essex. 803-245

PILOT twin-ram gear and pump on Bedford chassis, £35 Birdsall, Mapleton, Ashbourne, Derbys. 803-x5896

TIPPING hoists, all types. Dominion 5671 or Rippleway 5026. 803-456

WOODS hoist, complete with sub frame, £10. Gough, 248 Drakefell Rd., London, S.E.4. 803-x5894

Tipping Gears Wanted

WANTED, tipping gear suitable for 13-ft.-14-ft. body with 8-9 tons lift.

FORD AND SLATER, LTD., Gwendolen Rd., Leicester. 803-28

TYRES AND TUBES

11.00 X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. zzz-760

Spare Parts and Supplies (contd.)

TYREPRIM rim anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. zzz-0810

11.00 X 20, 10.50 x 16, as new with moulding line, standard or track-grip tread, also part-used tyre and wheel assemblies. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-654

CLAPTON TYRE SERVICE for sound, part-used tyres. 32 x 6 T.T., 65s.; 32 x 6 H.D., 80s.; 34 x 7, 8.25 x 20, 100s.; 36 x 8, 900 x 20 115s.; 900 x 16, 10.50 x 16, 100s.; 10.50 x 20, 135s.; 900 x 13, 60s. Money refunded if tyres not approved. Send cash with order. 16a Cricketfield Rd., Clapton, London, E.5. Phone, Amh 7073. zzz-834

14 By 20 wheel units complete with tyres, £17 10s. each. T. McQueen, Townend, Doncaster, 4710. 804-7272

1,000 Used tyres, tubes, wheels for all vehicles, modern and obsolete, used tyres from 35s., remoulds from £2 19s. 6d. Cook, 589 Stapleton Rd., Bristol. 5. Phone 58312. zzz-997

20 New tyres, 1800 x 24, 16-ply, standard treads, ex-W.D., at £75 each.

50 New tyres, 1400 x 24, 20-ply, Dunlops, L type, at £38 each.

200 First-class remoulds, 1100 x 20, standard treads, at £6 each.

100 Remoulds, 1400 x 20, 18-ply, standard treads, at £16 each.

200 Brand-new ex-W.D. tyres, 600 x 16, track grip, £5 10s. each.

200 New remoulds, 900 x 16, standard treads, at £5 10s. each.

200 New remoulds, 700 x 16, at £4 each.

20 Tractor tyres, 1125 x 24, new £15 each.

SHEFFIELD TYRESTOCKS, 112 St. Philips Rd., Sheffield, 3. Phone 21323. 804-7308

9.00 X 20 tyres, tubes and wheels, complete, 50 at £3 each. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 803-372

825 x 15 new Dunlop tyres, 14-ply, Rogers 40-ton transporter size, limited stock, £15 each.

R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, nr. Doncaster. Phone, Finningley 203-204. 804-7322

FOR sale, seven 825 x 20, 35 x 7½ fitting, complete with tube and flaps, fitted on Bedford wheels, in real good condition, reason for selling, changed to smaller size, £8 each. W. E. Jones, Fruiterer, 35 Summer Rd., Dudley, Worcs. 803-x5883

Tyres and Tubes Wanted

TYRES, tubes, all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

Spare Parts and Supplies (contd.)

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-879

WANTED: Second-hand tyres, tubes, wheels, complete size 29 by 8.13. Apply, Churchferry Iron and Metal Co., Ltd., Enfield. Howard 2032. 803-7247

WELDING

ANGEL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcase, blocks, heads, gearboxes, axles, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-940

WHEELS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks (phone, Chesham 89023), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 810-6811

USED UNITS, Whittlefield, Burnley (phone 2262). All makes and types in stock. zzz-990

BEDFORD, Commer, A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddocks, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-843

14.00 By 20 wheel assemblies (wheel, tyre and tube), new only £35 each.

NEW 9.00 by 20 Dunlop Track Grip at £17 10s.

REMOULD: 10.50 by 20, £12 10s.; 11.00 by 20, £12 10s.

J. T. LEAVESLEY, LTD., Alrewas, Staffs. Phone, Alrewas 354. 803-7133

1400 X 20 Trak Grip wheel units, as new, at £25 each; only 45 available.

R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, near Doncaster. Phone, Finningley 203-204. 803-209

WHEELBASE EXTENSIONS

BAICO wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-888

WINDSCREENS

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-4. zzz-619

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. Sheepshead 5152, 1426. zzz-816

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

E. ♔ R.

IMPORTANT VEHICLE AND PLANT SALE.
By Order of the Minister of Supply.
M.o.S. STORAGE DEPOT, RUDDINGTON
(five miles south of Nottingham on the main Nottingham-Loughborough road).

WALKER, WALTON AND HANSON
(in association with
TURNER, FLETCHER AND ESSEX
and
RICHARDSON AND LINNELL)
will SELL by AUCTION on
MONDAY, TUESDAY, WEDNESDAY, THURSDAY and FRIDAY,
APRIL 6, 7, 8, 9 and 10, 1959, at 10.30 a.m. each day
APPROXIMATELY

1,870 LOTS

MOTOR VEHICLES, CIVIL ENGINEERING PLANT, TRAILERS AND MOTOR CYCLES, ETC.

(Lying at M.o.S. Storage Depot, Ruddington, 72 "B" Vehicle Depot, Market Harborough, Leics, Central Vehicle Depot, Foston, Derbys, Central Vehicle Depot, Sudbury, Derbys, and No. 1 Engineer Stores Depot, Long Marston, near Stratford-on-Avon.

228 SALOONS and ESTATE CARS, including CITROEN "DS19" SALOON (9,000 miles), 144 MORRIS MINORS, FORD ANGLIAS and POPULARS, 330 JEEPS and LAND ROVERS, UTILITIES, LIGHT AND HEAVY G.S. TRUCKS, VANS, TIPPERS, COACHES, and other LOAD CARRIERS (many fitted with diesel engines), TANKERS (180-2,500 gals.), 22 WHITE SCOUT CARS, 2-, 4- and MULTI-WHEELED TRAILERS 10-cwt. (15-ton capacity), MOBILE WORKSHOPS fitted variously with compressors, generating sets, lathes, circular saw benches, drilling machines, etc.

and

EXCAVATORS—"LIMA" TYPE 1201 CRAWLER 3½-cu.-yd., crane rigged, three KOFHRING 304A RIGGED DRAGLINE AND FACE SHOVEL, RANSOMES AND RAPIER 410, and five WAYNES.

23 MOBILE CRANES (including Coles, Hyster, Jones, Lorain, Ransomes and Rapier). TRACTORS, BULLDOZERS and ANGLEDOZERS (including 110 Caterpillar D4s, 7s and 8s. 12 INTERNATIONAL TD18s). ROAD ROLLERS, LE TOURNEAU ROOTERS, FORK LIFT TRUCKS, PLANT SPARES, TYRES, TUBES and WHEELS, BATTERIES, TRUCK CABS, and BODIES, PETROL TANKS, etc.

also

SOLO and COMBINATION MOTOR CYCLES (including 160 TRIUMPH "TWINS").

For Viewing Dates and Times see Page 5 in the Catalogue.

CATALOGUES: Price 1s. (P.O.s only) may be obtained from the Auctioneers' Offices, Dept. 5, Byard Lane, Nottingham. Phone, Nottingham 54272 (seven lines). 803-15

B62

Miscellaneous Advertisements (contd.)

GODDARD, DAVISON AND SMITH, LTD.,
THE AUCTION HALLS,
PUTNEY BRIDGE APPROACH, S.W.6.
Renown 6101-3.

SALES EVERY MONDAY
OF
COMMERCIAL VEHICLES
OF ALL DESCRIPTIONS.
ENTRIES ACCEPTED EVERY WEDNESDAY. zzz-579

FINEDON ROAD REPAIR CENTRE, IRTHLINGBOROUGH, NORTHANTS.

SALE BY AUCTION OF

32 COMMERCIAL VEHICLES.

A.E.C., AUSTIN, BEDFORD, COMMER, FODEN, LEYLAND, MAUDSLAY, VULCAN, INCLUDING 15 DIESELS UP TO 15 TONS CAPACITY.

16 TRAILERS.

WORKSHOP AND OFFICE EQUIPMENT

SURPLUS TO THE REQUIREMENTS OF BRITISH ROAD SERVICES, LTD., AND B.R.S. (PARCELS), LTD.,

on

WEDNESDAY, APRIL 8

COMMENCING AT 2 P.M.

On view: Tuesday prior and morning of sale.

CATALOGUES FROM THE CHARTERED AUCTIONEERS,

WARNER, SHEPPARD AND WADE,
16-18 HALFORD STREET, LEICESTER. 803-59

BUSINESS OPPORTUNITIES

LONDON-BASED haulier operating 30 vehicles can offer good warehouse facilities and distribution services for London and South Coast. Will consider any sound proposition. Box CM0329, care of "The Commercial Motor." 803-498

BUSINESSES, PREMISES, OFFICES, ETC.

TRANSPORT business within Northern Traffic Area for sale, consisting of seven vehicles on A. licence, 28 tons, and one vehicle on special A licence, 7½ tons. Limited Company. Box CM0214, care of "The Commercial Motor." 803-7284

Miscellaneous Advertisements (contd.)

COACH Business, limited company, three modern coaches, private hire contracts East London. Illness cause of sale, full particulars, Box CM035, care of "The Commercial Motor." 803-9

VERY old-established haulage business consisting of 34 tons of open A licence diesel and petrol lorries, Metropolitan Area, owner is retiring, garage and offices available for renting. Price £6,750. Box CM0328, care of "The Commercial Motor." 803-475

HAULAGE business (limited company), East London, consisting of 20 tons A licences for artic and 4-wheelers, expires 1962; home, office and yard available on lease. Price £4,500; also tax losses available.

HAULAGE business (limited company), Liverpool, Chorley, Blackburn area, consisting of 1952 Bedford 7-ton long-wheelbase lorry and B licence with very good conditions, only £650.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-481

COACH business, Norfolk-Suffolk border, two 1951 Bedford coaches, 33 and 29 seaters, excursions and express services licences, school contracts £2,500. Also, in Norwich, six coaches, four full-fronted, four school contracts, one workers' contract, £3,500. Burton's Coaches, 80 Earlham Rd., Norwich. 803-x5704

COACH business for sale, 1955 Vega (38), two Vistas (29), two certificates of fitness five years, one four years, good private hire connection and contracts, situated 25 miles London. Box CM0323, care of "The Commercial Motor." 804-x5707

TWO tippers on regular contract work, house yard, small garage, limited company, goodwill, genuine reason disposal, £5,000 quick sale. London-Essex border. Box CM0315, care of "The Commercial Motor." 803-x5799

Businesses, Premises, Offices, Etc., Wanted

PREMISES, suitable for garaging 6-10 or more coaches, S.W. London. Purchase of business considered. Box CM9819, care of "The Commercial Motor." 803-330

WANTED, haulage businesses with special A licences, ordinary A licences and B licences, in any part of the country.

WILDE AND BENNETT, LTD.,
HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 803-479

GARAGE or industrial premises suitable conversion required, area approximately 10,000 sq. ft., main road location essential in North, West or East Midlands; preference long-term lease, but would consider outright purchase. Fullest details Box CM0327, care of "The Commercial Motor." 804-x5904

Miscellaneous Advertisements (contd.)

CONVERSIONS

HENDY FOR FORD,
BRITAIN'S FIRST FORD DEALER.
DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.
LET US QUOTE YOU.
PERCY HENDY, LTD.,
SOUTHAMPTON 28331 (EIGHT LINES). zzz-882

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.
ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:—
LOWER INITIAL COST,
MORE M.P.G.,
CHEAPER MAINTENANCE.
And the cost of conversion is very reasonable.
Let us quote you for your vehicles.
QUICKS FOR FORDS.
INDUSTRIAL UNIT SALES DEPT.,
WILMSLOW ROAD, CHEADLE, CHES.
Phone, Gatley 4282-3. zzz-943

CUT YOUR FUEL COSTS WITH
SEARLS 4D INSTALLATION FOR
O MODEL BEDFORDS.
"DO IT YOURSELF" KITS FROM £45.
OR COMPLETE CONVERSIONS.
SEARLS ENGINEERING, LTD.,
MANCHESTER ROAD, LONDON, E.14.
East 3685. zzz-948

PETROL ENGINES.
PETROL TO DIESEL
CONVERSION UNITS.
PRAILLS (HEREFORD), LTD.,
HOLMER ROAD, HEREFORD.
Phone 4221 (six lines). 803-815

HAULAGE AND BACK LOADS

CHARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset. 806-7045

HIRE-PURCHASE

H.P. Facilities available to established dealers. Prompt service, daily settlements. London and Home Counties only.
FINEXTRA, LTD., 58 Jermyn St., S.W.1. Hyd 1391 zzz-944

HIRE-PURCHASE facilities available for all cars and equipment, etc. D. Everard, Ltd., 62 Oxford St., London, W.1. Museum 0811. zzz-990

INSURANCE

PAUL CHILDS, LTD.,
58 BIRCH GROVE,
LONDON, W.3.
Acorn 2398.

BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. zzz-634

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers. "Cheapest Rates Specialists," 257 The Vale, London, W.3. She 9231-2. zzz-804

COMMERCIAL vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%, cars to 50%; deferred premiums. Obtain the best terms from specialists motor insurance brokers.
INSURANCE ACCEPTANCES, LTD., 63-64 Broad St. Avenue, London, E.C.2. London Wall 7641-3. 803-143

MISCELLANEOUS

11,000 Heavy iron shod timber mats (deck panels), approximately 48 in. by 36 in. by 3 in. thick by 80 lb. each, 4s. each, ex depot near Stratford-on-Avon, minimum 100 lots. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 804-7182

Miscellaneous Wanted

ALUMINIUM scrap urgently required. Lowton Metals, Ltd., Lowton Saint Mary, near Warrington. Leigh (Lancs) 1444-5. 803-448

SITUATIONS VACANT

A.M.I.M.I., City and Guilds, A.M.I.Mech.E., etc., or "No pass, no fee" terms, over 95% successes. For details of exams. and courses in all branches of auto., diesel, aero., mechanical eng., etc. Write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

Miscellaneous Advertisements (contd.)

MIDLANDS commercial vehicle distributors require representative-salesman, only persons with good experience and user connections need apply. Box CM8013, care of "The Commercial Motor." 803-7202

THOROUGHLY experienced stores manager required, Midlands. Leyland-Albion distributors. Must be capable of taking full charge. Box CM025, care of "The Commercial Motor." 804-7268

WE require a young, energetic trainee, aged 24-30 to take into our organization and to handle all matters relating to Motor Insurance, licensing and accident claim procedure, essential qualifications are, ability to dictate and handle a large volume of correspondence, an intimate knowledge of motor insurance claims procedure, initiative and a flair for management. Applicants who reside in S.W. London-Surrey are invited to apply in their own handwriting, stating age, educational qualifications and past experience, together with salary required, to: Blox Services, Ltd., London Rd., Morden, Surrey. 803-7281

A Leading oil company seek for the Midlands (based Birmingham) a personable energetic automotive engineer for technical sales work in the motor transport field, aged 30-40, H.N.C. an advantage, also appropriate apprenticeship and five years' responsible automotive engineering experience, which must include experience of motor transport fleet operation, necessary training will be given but the work calls for initiative and self-reliance, excellent prospects, competitive salary, pension scheme and other benefits. Applications in confidence to Box CM0312, care of "The Commercial Motor." 803-5

MANAGER, Ford main dealers.
APPLICATIONS are invited for the position of general manager (leading to a directorship) with a Ford main dealer garage company situated Yorkshire W.R. Applicants must be very active, under 40 and have previous Ford experience in a similar position. Box CM0311, care of "The Commercial Motor." 803-4

YOUNG salesman required for car and commercial vehicle main dealer, North London area. Write full particulars to Box CM0310, care of "The Commercial Motor." 803-6

TRUCK and van salesman, fully experienced, required West London area, good salary and commission, pension scheme, car provided. Write giving fullest particulars of career to date, Commercial Sales Manager, Shaw and Kilburn, Ltd., Western Avenue, W.3. 803-42

STOREKEEPER required by main Ford dealer, outer Bridge of East London, must be fully experienced in all aspects of Ford procedure and capable of acting as deputy manager, golden opportunity for keen progressive man. Box CM031, care of "The Commercial Motor." 803-12

BOROUGH OF LEYTON.
APPLICATIONS INVITED FOR APPOINTMENT OF
FITTER
AT CORPORATION'S
AUCKLAND ROAD MOTOR GARAGE.
Wages, £11 9s. 2d. per week of 44 hours. Overtime and special duty rates payable, sick pay, holiday scheme, protective clothing.
Apply Borough Engineer, Town Hall, or Auckland Road Garage not later than Tuesday, April 7, 1959.
D. J. OSBORNE,
Town Clerk.
Town Hall, Leyton, E.10. 804-7321

FIRST-CLASS Commercial Vehicle Salesman required by long established distributors in north-west, preferably interested initially in generous commission only remuneration; strictest confidence observed. Box CM033, care of "The Commercial Motor." 803-11

ESSEX compound millers and corn merchants handling 1,500 tons per week, require Transport Manager to take complete charge of large fleet of lorries, pension scheme available, all particulars and references with application. Box CM034, care of "The Commercial Motor." 803-10

YOUNG Salesman required, preferably with car and commercial vehicle experience for the East Anglian area. Write Box CM039, care of "The Commercial Motor." 803-7

STORES Manager required, with Rootes Group experience, must have thorough knowledge stock control, temporary accommodation immediately available, good salary with pension scheme. Taylor's Crypt House Motors, Ltd., Main Dealers, London Rd., Gloucester. 803-22

REQUIRED Urgently, Fully Experienced Commercial-vehicle Foreman Fitter, first-class knowledge of general maintenance repairs; living accommodation available. Applications in writing to Bulwark Transport, Ltd., Chippenham, Wilts. 803-35

EXPERIENCED commercial salesman required, excellent opportunity for promotion for right man. Write in confidence to Gwent Motors, Ltd., 86-88 Commercial St., Newport, Mon. 806-7291

COMMERCIAL Salesmen look!
100% B.M.C. distributor in Bedfordshire wants a live salesman who, after proving his worth, will be promoted to commercial sales manager and form a go-ahead department. There is plenty of competition in this territory, and only the most energetic men need apply. Write, giving full details of experience to Box CM037, care of "The Commercial Motor." 805-7300

TECHNICAL Assistant, age 23-27, required by a large transport company operating in the London and Kent areas. Candidate must have had experience in motor vehicle maintenance. Applications in writing giving full particulars, experience and salary to Box CM038, care of "The Commercial Motor." 805-7301

MANAGER required for haulage business in N. Lincs. Good knowledge of accountancy required, references. Box CM0318, care of "The Commercial Motor." 803-238

ADDITIONAL commercial salesman required by Rootes Main Dealers in Hertfordshire. W. Waters and Sons, Ltd., Barnet By-pass, Hatfield. 804-7294

CAR and commercial vehicle representative required for large and expanding Ford main dealer in London area: excellent opportunities for men of good appearance and personality. Apply in writing to Sales Manager, Box CM0326, care of "The Commercial Motor." 805-7316

Miscellaneous Advertisements (contd.)

SENIOR Truck Designers.
THE Rootes Group Truck Division requires senior chassis designers.
APPLICANTS should be qualified to H.N.C. standard and experienced in modern commercial vehicle design and production methods, excellent working conditions with pension scheme.
APPLY in strict confidence with fullest personal details to the Secretarial Department, Commer Cars, Ltd., Luton, Beds. 806-7302

YOUNG man for general duties in transport contractors office; this is an excellent opening for a keen man with ambition, drive and initiative. Write with full particulars of previous experience and salary to Mr. E. A. Wright, 143-155 Caledonian Rd., London, N.1. 803-x5760

EXPERIENCED traffic clerk aged 25-35 required by road transport contractors to work alternate days 7 a.m. to 3 p.m. and 11 a.m. to 7 p.m.; good salary in accordance with experience. Please apply in writing to Collings and Stevenson (Contracts), Ltd., 30-40 Bollo Bridge Rd., Acton, W.3. 803-x5761

DRIVER-FOREMAN and/or manageress wanted to take charge of coach business, permanent position with advancement for capable person, accommodation could be arranged. Highway Coaches, 220 London Rd., St. Albans. 803-237

EXPERIENCED storekeeper required for Vauxhall-Bedford dealer, good prospects for right applicant, Feltham area. Apply Box CM0314, care of "The Commercial Motor." 805-7312

SITUATIONS WANTED

EXPERIENCED maintenance man, used to Bedford-A.E.C., requires post with reputable transport or P.S.V. undertaking; keen, loyal, conscientious, used to working to own initiative. Box CM0324, care of "The Commercial Motor." 804-x5710

TRANSPORT manager seeks change, experienced P.S.V. operations, Southern Counties preferred. Box CM0325. 803-x5798

STORAGE ACCOMMODATION

SHEFFIELD. Extensive storage accommodation available. Fork lift and cranage facilities. Direct Motor Service (Sheffield), Ltd., Road Hauliers, Petre St., Sheffield 386254. zzz-883

STORAGE and distribution service available near Manchester, centrally situated for Lancashire and Yorkshire areas, fork lift and cranage facilities, 45,000 sq. ft. covered space and three acres open storage in totally enclosed premises. James H. Prescott and Son, Canal Warehouse, Manchester Rd., Heywood 69552. 803-7176

STORAGE and distribution facilities available for most classes of goods for the Southern and Western counties; good service at competitive rates. Full particulars from Dorset Warehousing Co. (temporary address), 15 High St., Chard. Phone 3425-6. 804-7248

EXTENSIVE covered and open storage accommodation available at Harpenden, 25 miles north of London, near A1. Own large fleet available for distribution.
A. SAUNDERS AND SON, LTD., Transport contractors, Southdown Rd., Harpenden 49. 804-7319

TENDERS

BOROUGH OF WILLESDEN.
THE COUNCIL HAVE FOR DISPOSAL THE UNDERMENTIONED PETROL ENGINES REMOVED FROM THORNYCROFT STURDY 5-TON CHASSIS:—
9 No—E.R.4 TYPE
1 No—T.C.4 TYPE
The above can be inspected at the Public Cleansing and Transport Depot, Dyne Road, Kilburn, N.W.6.
Offers should be made to the Borough Engineer and Surveyor, Town Hall, Dyne Road, Kilburn, N.W.6, not later than Tuesday, April 7, 1959. 803-20

ISLE OF ELY COUNTY COUNCIL.
FIRE SERVICE DEPARTMENT.
SUPPLY OF WATER TENDER TYPE "B"
SEPARATE TENDERS are INVITED FOR:—
(a) THE SUPPLY OF ONE BIG BEDFORD 7-TON, 4-WHEEL DRIVE, CHASSIS AS MODIFIED FOR FIRE APPLIANCES.
AND
(b) THE PROVISION AND FITTING OF BODY-WORK AND EQUIPMENT AS A WATER TENDER TYPE "B."
Full particulars may be obtained from the Chief Fire Officer, County Fire Headquarters, Horsefair, Wisbech, Cambs. Tenders returnable by 11 a.m. Monday, April 6, 1959.
R. F. G. THURLOW,
Clerk of the County Council.
County Hall, March, Cambs. 803-18

CAERNARVONSHIRE COUNTY COUNCIL.
TENDERS INVITED FOR SUPPLYING:—
(A) ONE DIESEL AMBULANCE WITH LOMAS OR APPLEYARD BODY ON B.M.C. 1-TON LD1 STAGE 2 CHASSIS.
(B) FORD ESCORT
OFFERS invited for purchase or in part exchange for (b) above of 1952 Austin A40 van.
Further particulars and tender forms from County Ambulance Officer, County Offices, Caernarvon. Closing date April 18. 803-124

Miscellaneous Advertisements (contd.)

BOROUGH OF LEYTON.

TENDERS ARE INVITED FOR THE SUPPLY OF

TWO LOW-LOADING TYPE END-TIPPING LORRIES.

THREE MECHANICAL STREET SWEEPERS.

ONE PEDESTRIAN-OPERATED ELECTRIC STREET ORDERLY TRUCK.

Particulars of requirements and form of tender can be obtained from the Borough Engineer and Surveyor, Town Hall, Leyton, E.10.

Sealed tenders in envelopes to be provided must reach me not later than 12 noon on Tuesday, March 31, 1959.

D. J. OSBORNE,
Town Clerk.

Town Hall,
Leyton, E.10.

803-17

BOROUGH OF WEYMOUTH AND MELCOMBE REGIS.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:—

ONE 6-TON DIESEL-ENGINED TIPPING LORRY.

THREE 5-CWT. VANS.

ONE DIESEL-ENGINED REAR-LOADING COMPACTION TYPE REFUSE VEHICLE.

Details of requirements may be obtained from the Borough Engineer 6 Pulteney Buildings Weymouth. Tenders to be sent to the undersigned in plain sealed envelopes marked "Tender for Vehicles," not later than Monday April 6, 1959.

The Corporation do not bind themselves to accept the lowest or any tender.

E. J. JONES,
Town Clerk.

Municipal Offices,
Weymouth.
March, 1959.

803-19

NEWPORT CORPORATION TRANSPORT.

THE CORPORATION HAVE FOR DISPOSAL

THREE

GUY DOUBLE-DECK

OMNIBUSES.

1943-44.

FOR FULL PARTICULARS APPLY:—
R. A. HAWKINS,
General Manager,
191-2 DOCK STREET, NEWPORT, MON.

804-7298

BUCKS COUNTY COUNCIL.

HIGHWAYS AND BRIDGES DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE UNDER-MENTIONED PLANT:—

PETROL OR DIESEL LORRIES AND EQUIPMENT VANS.
MECHANICAL ROAD SWEEPERS.
DIESEL ROLLER.
LOADING SHOVELS.
ONE-TON DUMPER.
4-3-cu.-ft. CONCRETE MIXER.

Further particulars and tender forms may be obtained from the County Surveyor, County Offices, Aylesbury.

803-13

Boys
3RD AXLE SUSPENSION
HENRY BOYS & SON LTD.
OXFORD STREET WALSALL 2181

Miscellaneous Advertisements (contd.)

CITY OF MANCHESTER.

TENDERS, RETURNABLE BY APRIL 1, 1959, ARE INVITED FOR THE SUPPLY AND DELIVERY OF:—

1. FOUR BEDFORD CHASSIS.
2. FOUR AMBULANCE BODIES.
3. TWO MORRIS COMMERCIAL 20-CWT. DIESEL CHASSIS.
4. TWO DUAL-PURPOSE AMBULANCE BODIES.
5. FOUR MORRIS COMMERCIAL 30-CWT. DIESEL CHASSIS.
6. FOUR AMBULANCE BODIES.

Specifications and tender forms obtainable from the Medical Officer of Health, Ambulance and Transport Service, 81 Belle Vue Street, Manchester, 12.

PHILIP B. DINGLE,
Town Clerk.

803-14

COUNTY BOROUGH OF BARROW-IN-FURNESS

VEHICLES FOR DISPOSAL.

THE COUNCIL INVITES OFFERS FOR THE UNDER-MENTIONED VEHICLES:—

Four Crossley oil-engined double-decked 58-seater omnibuses, October, 1948, with current certificates of fitness.
Hillman Minx 4-door saloon car, 1949.
Fordson 10-cwt. van, 1948.
Commer Q4 4-5-ton end tipper truck, i.c. engine, 1950.
Bedford chassis C-W cab, 28 h.p. i.c. engine, with all controls, 1948.
Bedford personnel carrier, 12 h.p. i.c. engine, 1953.
Fordson tractor unit with i.c. engine, 1942.
Morris Commercial 30-cwt. to 2-ton van, 1938.

The vehicles, which are offered for sale without guarantee as to condition, may be inspected at the Transport Department, Hindpool Road, Barrow-in-Furness, between the hours of 9 a.m. and 12 noon and 2 p.m. and 4 p.m. Mondays to Fridays, and further information and form of tender may be obtained from the General Manager at the above address.

Tenders for any or all of the vehicles should be forwarded in a sealed envelope to reach the undersigned not later than Monday, March 30, 1959.

LAWRENCE ALLEN,
Town Clerk.

Town Hall,
Barrow-in-Furness.

803-16

PENGE URBAN DISTRICT COUNCIL.

STREET LIGHTING — TOWER VEHICLES.

QUOTATIONS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A

SELF PROPELLED TOWER VEHICLE.

SPECIFICATION AND FURTHER DETAILS AVAILABLE FROM THE ENGINEER AND SURVEYOR.

Quotations to be delivered to the undersigned not later than April 4, 1959.

PERCY J. BUNTING,
Clerk of the Council.

Town Hall,
Anerley Road,
S.E.20.
March 9, 1959.

803-21

COUNTY BOROUGH OF OLDHAM.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:—

(A) ONE BEDFORD J.A. 25-30-CWT. AMBULANCE CHASSIS TO MANUFACTURERS' CURRENT SPECIFICATION, AND FITTED WITH HEAVY-DUTY ELECTRICAL EQUIPMENT.

(B) ONE BEDFORD C.A. 10-12-CWT. CHASSIS FOR AMBULANCE USE FITTED WITH HEAVY-DUTY TYRES, SPRINGS AND ELECTRICAL EQUIPMENT.

(C) ONE FORD ESCORT ESTATE CAR.

A 1953 Ford Prefect saloon to be taken in part exchange.

Tender forms and further particulars can be obtained on application to the Medical Officer of Health, Public Health Department, Town Hall, Oldham. Tender forms must be returned no later than April 1, 1959.

(Signed) EDWARD HAINES,
Town Clerk.

803-269

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59) A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.
DIESEL oil stock books. Cost books, etc. Send for descriptive lists.
CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicester. zzz-944

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and emtrace insurance, road transport law and management, 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificates in Automobile technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS (43rd Edition). Contains (1) operating cost tables for petrol, oil and electric goods and passenger-carrying vehicles. Explanatory articles provide an introduction to the Tables, shows how to record tyre costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wage rates, the cost of fuel and a 10-year comparison of costs. 56 pages 3s. net from booksellers, or 3s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map, indicating the main routes to London's dock area is included. Illustrated, 164 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated, 552 pages, 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makes of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages. 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. zzz

TYRES!!! TYRES!!! TYRES!!!
H. MATTHEWS LTD.
10,000 Tyres always in stock.
ALL MAKES AND SIZES SAVE MONEY
Phone, write or call
89-97 Stockwell Road, London, S.W.9.
BRIXTON 2026 (8 lines)
Export Dept. 2027.

if it's DODGE
ENGLISH OR CANADIAN
SALES · SERVICE · SPARES
'DODGE' DISTRIBUTORS
MITCHELL'S your man!
L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd., London, S.W.12
BALHAM 2234

Whatever the weather

CUPRINOL

PRESERVES BODY TIMBERS



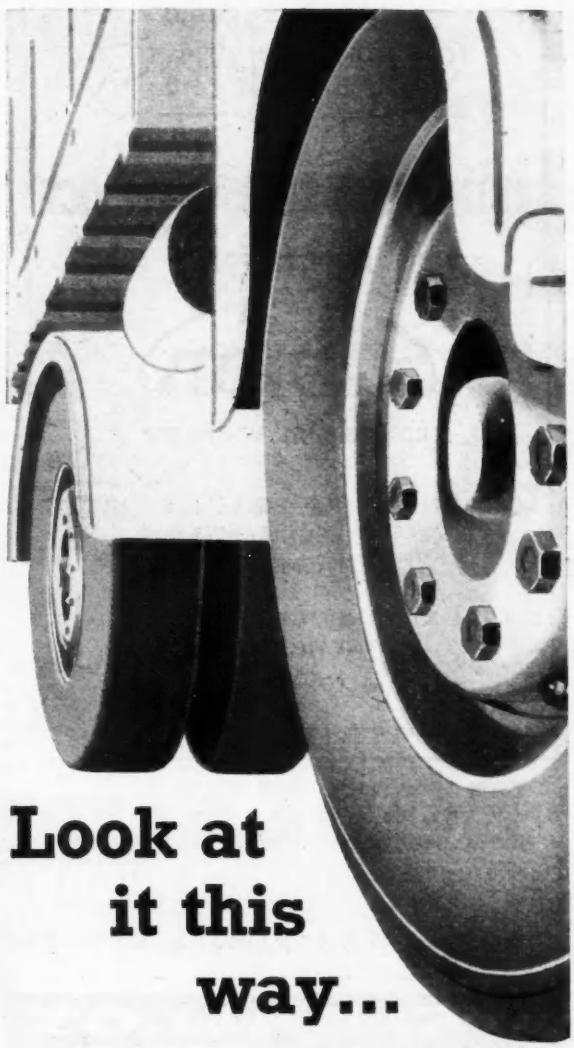
Once in the wood it's there for good!

The increasing use of Cuprinol as a preservative for body timbers enables much wider and more effective use to be made of wood in vehicle construction. Cuprinol-treated wood is immune from fungal attacks such as Dry Rot, and fully protected against wood-boring insects, including the destructive termites, which are a menace in many export territories. Special water repellent Cuprinol grades are available, which stabilise movement in timber and minimise shrinking, swelling and warping. Pre-treatment of timber by dipping is a simple and clean process, the cost of which is very modest in relation to its benefits. Paint, cellulose, varnish or polish may be applied over Cuprinol.

Information and advice on all preservation problems are available from The Cuprinol Preservation Centre. Please write or telephone:—

CUPRINOL LTD

DEPT. 45 TERMINAL HOUSE, VICTORIA, LONDON, S.W.1. Tel: SLOane 9274



Look at it this way...

Balanced tyre pressures are essential to maximum vehicle performance. The tyre manufacturers, in designing tyres to stand up to the punishment of haulage conditions, specify the air pressures to be used. Deviate from these and the performance factors are impaired. Regular pressure-testing is the one way of checking on tyre balance. With a Schrader Service Gauge this is simple enough — even getting at the inner of twin wheels. The dual foot gives just the right angle of approach to the tyre valve, for push or pull application. The accuracy of the gauge and the clarity of the calibrations make it easy to secure tyre performance which in turn means vehicle performance and more paying loads.

Schrader

TYRE PRESSURE EQUIPMENT

A. SCHRADER'S SON · BIRMINGHAM · ENGLAND

SPARSHATTS

AUTHORISED SALES & SERVICE

DEPOTS FOR

Albion

COMMERCIAL VEHICLES

LONDON: 108 BELLENDEN ROAD
PECKHAM, S.E.15
PHONE: NEW CROSS 2939

SUSSEX: BOGNOR BRIDGE
CHICHESTER
PHONE: CHICHESTER 4154

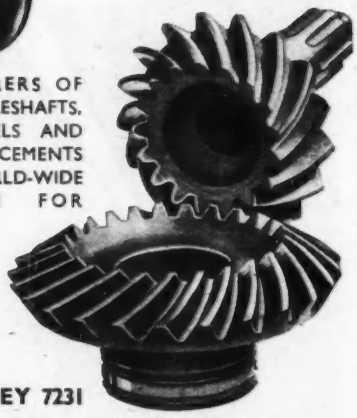
ALSO at PORTSMOUTH—SOUTHAMPTON and RYDE, I.O.W.

THE REGENT AXLE CO. LTD.

P.O. BOX 25
MARLES STREET
BURNLEY, LANCS

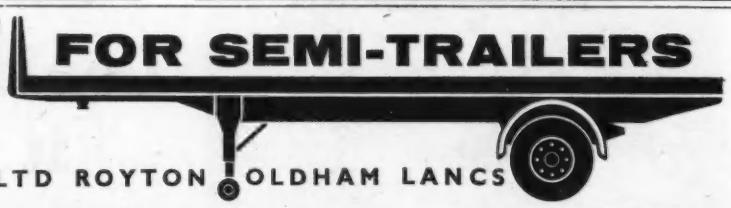


MANUFACTURERS OF "REGENT" AXLESHAFTS, CROWN WHEELS AND PINIONS, REPLACEMENTS WITH A WORLD-WIDE REPUTATION FOR **QUALITY**



Phone **BURNLEY 7231**

BODEN FOR SEMI-TRAILERS



BODEN TRAILERS LTD ROYTON OLDHAM LANCS

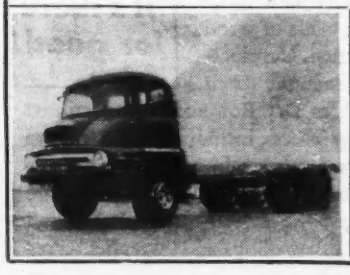
WELDALLOY BODIES



FOR BULK LOADS

WELDALLOY Division of **SYNTILLA** Mfg. Co. Ltd. **DUNSTABLE**

50% INCREASE



IN **PAYLOAD** WITH A **"PRIMROSE"**

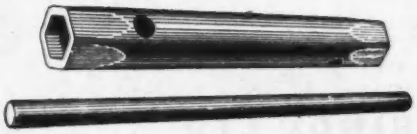
DETAILS FROM
PRIMROSE THIRD AXLE CO., CLITHEROE
Tel.: 787
OR AGENT

RECONDITIONING SERVICE
For TROLLEY & BOTTLE HYDRAULIC JACKS

Makes serviced: Epco, Bradbury, Dunlop Skyhi, Laycock, Lake & Elliot, Weaver Churchill, Harvey Frost, etc., etc.

Overhaul is complete and final test on latest Load Pressure Tester.





TRIANON
New Improved Wheel Nut Spanner with Tommy Bar
To suit all Commercial Wheel Nut sizes.

TRIANON, AERODROME ROAD, LONDON, N.W.4. SUNnyhill 2271/2

W. J. BOYES & SON LTD

GARDNER
OIL ENGINE SPECIALISTS

ERF

SALES
SERVICE
SPARES

266-272, CORPORATION RD.
NEWPORT, MONMOUTHSHIRE
Phone:
NEWPORT 59764

Vehicle, Plant, Marine
ENGINE EXCHANGE
by **Normand**

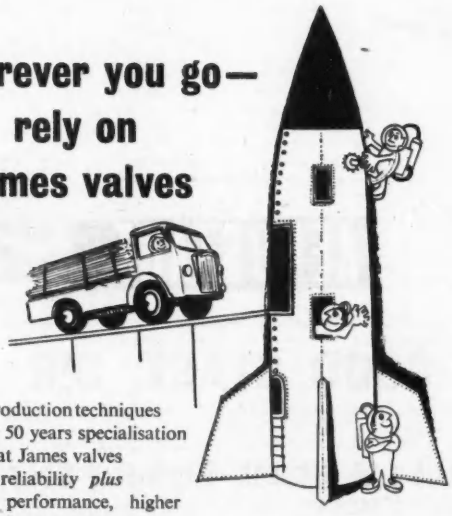
Normand Limited are accredited Gardner, Albion, Leyland, Scammell and Perkins repairers, specialise in the reconditioning of all types of diesel engine and provide an over-the-counter exchange engine service in Gardner, Leyland and AEC engines. All engines are thoroughly bench-tested at our Park Royal works and carry our guarantee.



★
RECONDITIONED BLOCKS AND COMPLETE SPARES RANGE

NORMAND LIMITED, PARK ROYAL, N.W.10
Telephone: Elgar 7757 (8 lines)

Wherever you go— rely on James valves



Modern production techniques backed by 50 years specialisation ensures that James valves give you reliability *plus* improved performance, higher mileage and greater economy.

FOR YOUR NEXT OVERHAUL INSIST ON JAMES



100% British Valves, Guides and Springs

James
EST. 1904

W. G. James Ltd., Kingsbury Works, Kingsbury Road, London, N.W.9

ROSS GARAGES
(SALES) LIMITED

DISTRIBUTORS FOR ATKINSON AND SEDDON



FOR EAST GLAMORGAN & MONMOUTHSHIRE



SOUTH WALES HEAVIEST BREAKDOWN SERVICE

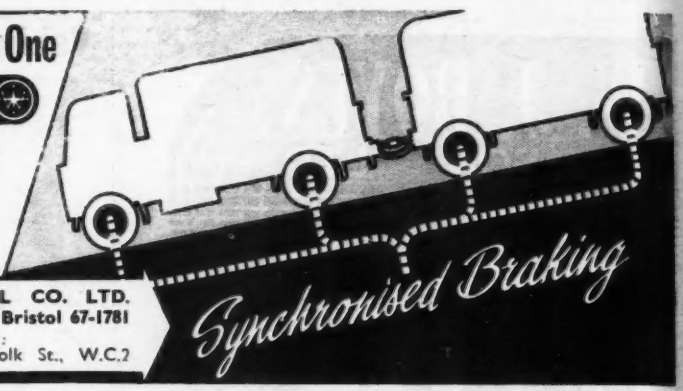
LORRY-MOUNTED 5-TON COLES CRANE FOR HEAVY RECOVERY SERVICE . . .
A.E.C. MATADOR 4-WHEELED BREAKDOWN CRANE.
LATE NIGHT RECOVERY SERVICE
ROSS GARAGES (SALES) LTD., PENARTH ROAD CARDIFF. Phone: 24671 (5 lines)

A7

For Wheels that Brake as One

WESTINGHOUSE

ELECTRO-PNEUMATIC
Tractor Trailer Brakes



Synchronised Braking

WESTINGHOUSE BRAKE AND SIGNAL CO. LTD.
Hanham Rd., Kingswood, Bristol. Tel.: Bristol 67-1781
Sales Agents for Road Transport Undertakings:
Equipment & Engineering Co. Ltd., 2-3 Norfolk St., W.C.2

Keith & Boyle
RELiance 4211

VAUXHALL AND BEDFORD MAIN DEALERS

USED PASSENGER VEHICLES

1952 Bedford Duple 33-seater de Luxe, quarter lights. C.F. 1961.

1951 Bedford Duple 29-seater full de Luxe, quarter lights. C.F. 1961.

1951 Bedford 5-ton short-wheelbase hydraulic tipper.

1948 Bedford 2-ton dropside lorry.

Several other vans and trucks available.

H.P. TERMS ARRANGED

D'ILY 8-7 SATS 8-5 SUN 10-1

80 CLAPHAM RD. S.W.9

CLOSE TO OVAL TUBE

COME TO THE OVAL FOR A SQUARE DEAL

AEROSTART STARTS

Regular combustion



intake whilst the engine is being cranked.

DIESEL AND PETROL

Spray Aerostart from



the pressurised tin directly into the air

ENGINES INSTANTLY



begins at once—even on the coldest morning.

Aerostart prolongs battery life and gives a knock-free start. A 16/6d. tin gives up to 100 starts depending on the size and condition of the engine. Do not choke or flood carburettor of petrol engines. Available from your local dealer or Motor Factor, or in case of difficulty, write to us.

AEROSTART



Patentools Ltd., Mitre House, Brighton, Sussex.



OFF TO A GOOD START, SIR

Starting to reduce the Brake Relining Costs—to get More and More Miles between Relines—to see the Exit of Scored Drums. THIS IS WHERE THE

Ferraris- Don Brake & Clutch Relining Service COMES IN

Over-the-counter deliveries of DON-lined Replacement Shoes and DON-FLEX Clutch Discs.
All phone and Mail Orders on the way to you the same day.

HAVE YOU TRIED THE NEW DON-55 ANTI-FADE ANTI-SQUEAL LINING
Approved by many manufacturers

FERRARIS OF CRICKLEWOOD LTD

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

WE DO OUR UTMOST TO LIVE UP TO YOUR EXPECTATIONS

Hours of Business: Mon. to Fri. 8 a.m.—5.30 p.m., Sat. 8 a.m.—noon. GLAdstone 2234 (6 lines)

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 27

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.
Annual Subscription rate, 70/- (Canada and U.S.A. $10.00). Registered at the G.P.O. as a Newspaper. Entered as second-class matter at the Post Office at New York, N.Y., under the act of March 3, 1879 (Sec. 523 P. L. & R.). AGENTS ABROAD—EUROPE—Messageries Dawson (S.A.), Paris; Messageries Hachette et Cie, Paris; W. H. Smith & Son, Paris and Brussels. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central News Agency, Ltd., Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 190 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch (A'sia), Ltd.

1959



RTS

eeing cranked.

ROL

y into the air

TLY



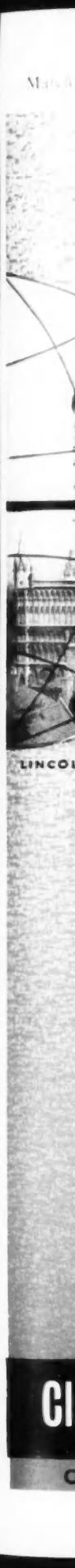
tween

ice

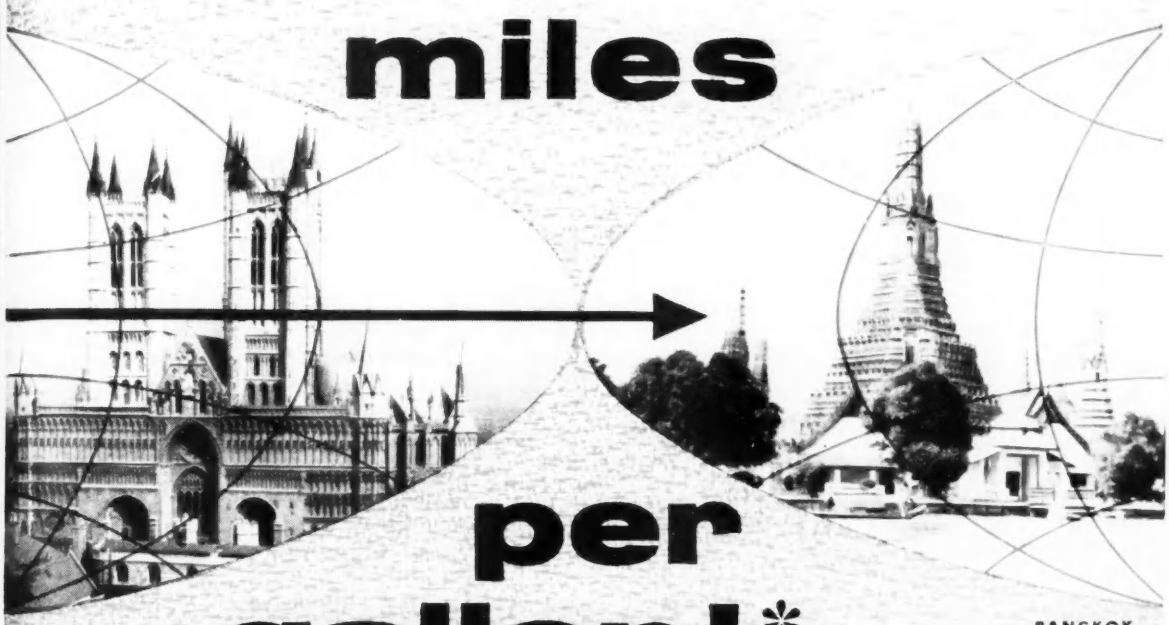
iscs.

(6 lines)

der the ask of
CANADA—
Cape Town.



8000 miles per gallon!*



Vanpac lubrication
pressure feed systems give an adequate
and constant oil supply
to every chassis bearing

And this supply through individual pressure feed lines extends the life of each bearing by up to ten times. This saving is reinforced by reduced labour costs and cuts in wastage and time. Thousands of discriminating operators attest to the worth of these ingenious machines which are available for feeding from 24 to 72 points. Distributors in your area are available for installations. Specify for your new vehicles. Please write for further details

* *average consumption for single-headed 24 or 36 point Clayton Dewandre 'Multipoint' chassis lubricators.*

Clayton Dewandre Automatic Chassis Lubricators

CLAYTON DEWANDRE CO. LTD., TITANIC WORKS, LINCOLN, ENGLAND. *TEL: LINCOLN 11305-9*



Dual-purpose

ALL-TRACTION

For all-round fitment, giving better performance and cutting costs in on-and-off-the-road hauling. Deeper tread gives longer non-skid mileage. Tough, rugged shoulder bars give extra traction *off* the road and continuous centre ribs ensure long even wear *on* the road. Tension-Dried Gum-Dipped cord for super-strength body.

Firestone

Best on the road . . . and off

Dual-purpose

SUPER MILEAGE LUG

DRIVE SAFELY

For rear wheel fitment. Outpulls and outlasts any tyre of its kind. Specially designed dual-purpose non-directional traction tyre for use where off-the-road service is frequent and severe. Power Bite Traction design, with cross grooves, heavy shoulder lugs and circumferential ribbing, gives maximum pulling-power and performance. Super Strength body, made with Tension-Dried Gum-Dipped cords.



EXPERIENCE COUNTS

45 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.

20, 1950

e

ION

ng better
osts in on-
. Deeper
d mileage.
bars give
and con-
ure long
Tension-
for super

